

SECTION B-B

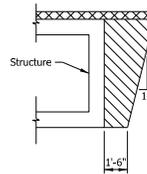
DESIGN DATA

Live Loads: Structure designed for HL-93 loading with impact and distribution of loads in accordance with the 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition, with subsequent interims.

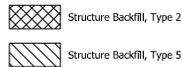
Design Strength:
 Class "C" Concrete F_C = 4,000 psi
 Class "A" Concrete F_C = 3,500 psi
 Class "C" Concrete F_C = 3,000 psi
 Reinforcing Steel F_Y = 60,000 psi

Dead Loads: Actual weight plus 35 lbs/sft for future wearable surface.

Seismic Load: Designed for Seismic Performance Zone 1.



TYPICAL EXCAVATION & BACKFILL LIMITS AT STRUCTURE



GENERAL NOTES

- Contractor shall verify the existing flowline elevation to set the appropriate sump depth.
- Chamfer exposed edges 1", unless noted.

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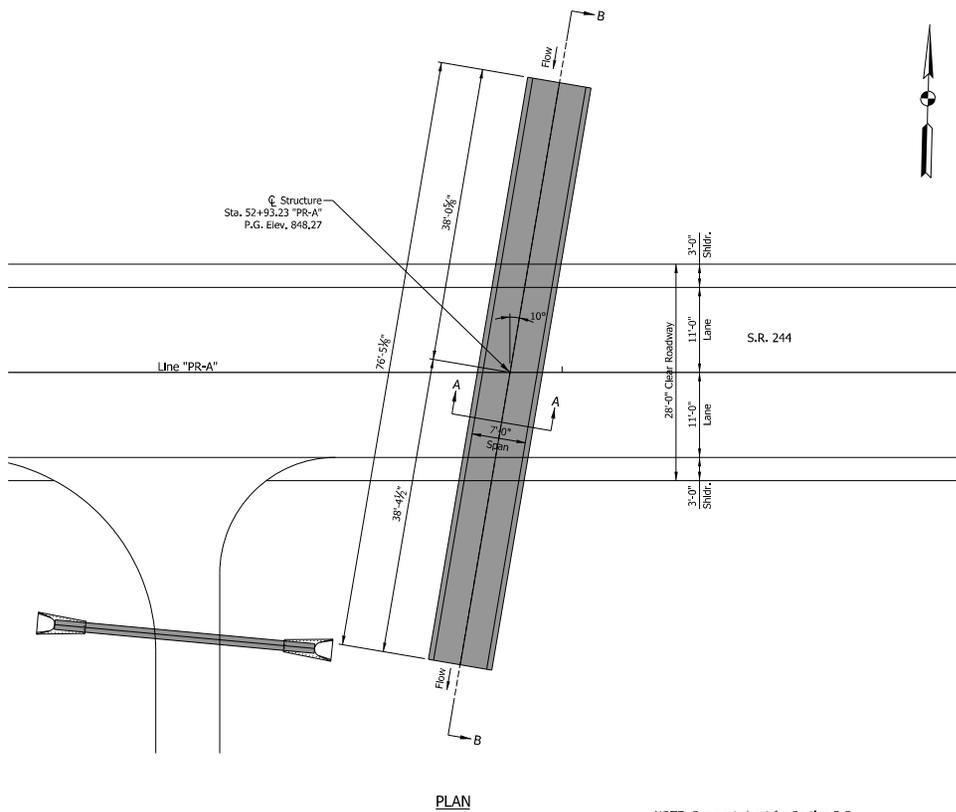
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DESIGNED: SJS _____	DRAWN: SJS _____	
CHECKED: SWK _____	CHECKED: SWK _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STR. NO. 102

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	39 of 229
CONTRACT	PROJECT
14-42264	1600801

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C Structure
 Sta. 52+93.23 "PR-A"
 P.G. Elev. 848.27

Line "PR-A"

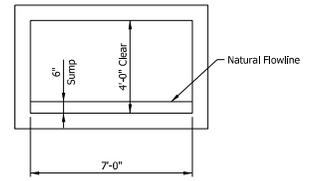
S.R. 244

PLAN

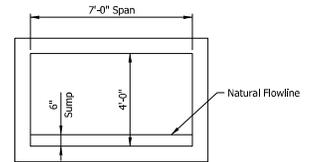
NOTE: See next sheet for Section B-B.



C Structure
 Sta. 52+93.23 "PR-A"
 P.G. Elev. 848.27



ELEVATION



SECTION A-A

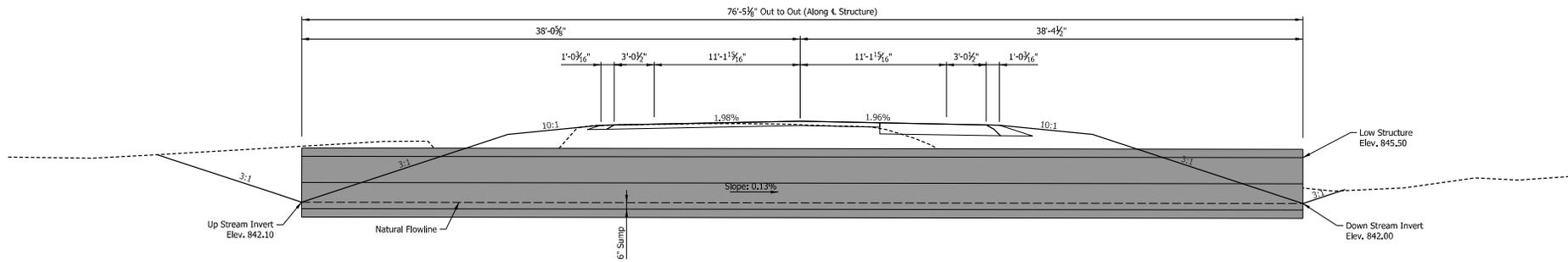
PRECAST REINFORCED CONCRETE BOX
 S.R. 244 OVER UNNAMED TRIBUTARY
 7' SPAN, 4' RISE, 10° SKEW
 SHELBY COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: SWK	CHECKED: SWK	

INDIANA
 DEPARTMENT OF TRANSPORTATION

 GENERAL PLAN
 STR. NO. 103

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	40 of 229
CONTRACT	PROJECT
16-42264	1600801



SECTION B-B

DESIGN DATA

Live Loads: Structure designed for HL-93 loading with impact and distribution of loads in accordance with the 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition, with subsequent interims.

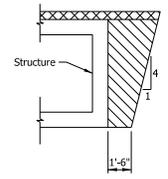
Design Strength:
 Class "C" Concrete F_C = 4,000 psi
 Class "A" Concrete F_C = 3,500 psi
 Class "C" Concrete F_C = 3,000 psi
 Reinforcing Steel F_Y = 60,000 psi

Dead Loads: Actual weight plus 35 lbs/sft for future wearable surface.

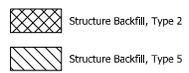
Seismic Load: Designed for Seismic Performance Zone 1.

GENERAL NOTES

- Contractor shall verify the existing flowline elevation to set the appropriate sump depth.
- Chamfer exposed edges 1", unless noted.



TYPICAL EXCAVATION & BACKFILL LIMITS AT STRUCTURE



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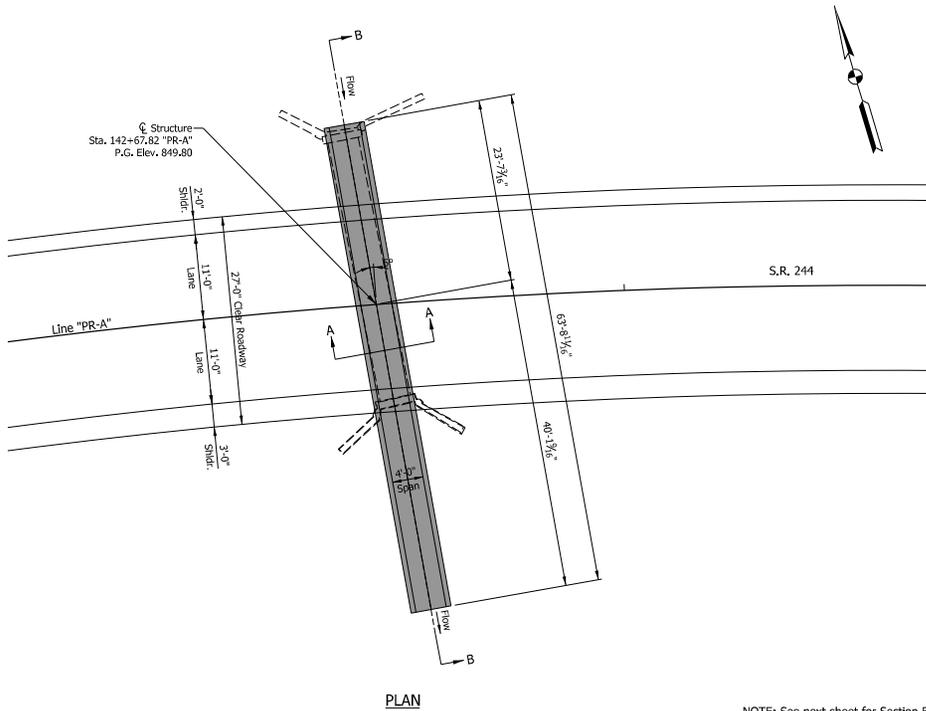
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DESIGNED: SJS	DRAWN: SJS	
CHECKED: SWK	CHECKED: SWK	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STR. NO. 103

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
	41 of 229
CONTRACT	PROJECT
16-42264	1600801

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NOTE: See next sheet for Section B-B.

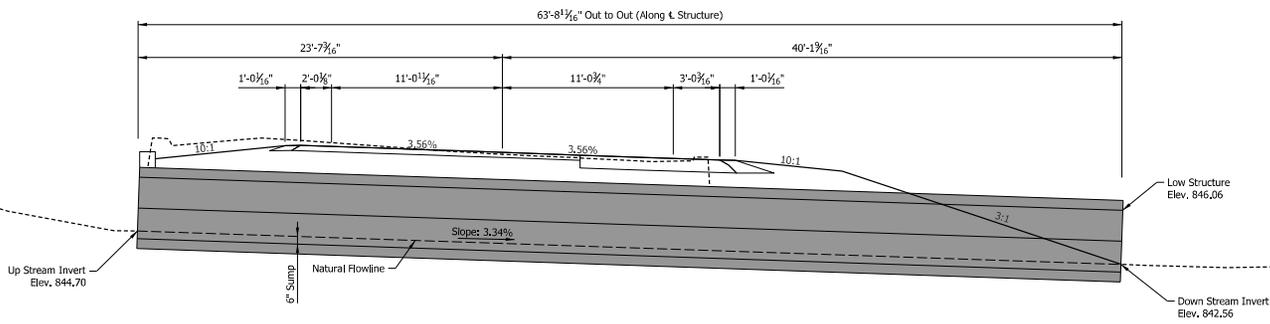
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DESIGNED: SJS	DRAWN: SJS	
CHECKED: SWK	CHECKED: SWK	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STR. NO. 108

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	42 of 229
CONTRACT	PROJECT
14-42264	1600801

PRECAST REINFORCED CONCRETE BOX
 S.R. 244 OVER UNNAMED TRIBUTARY
 4' SPAN, 4' RISE, 6" SKEW
 SHELBY COUNTY



SECTION B-B

DESIGN DATA

Live Loads: Structure designed for HL-93 loading with impact and distribution of loads in accordance with the 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition, with subsequent Interims.

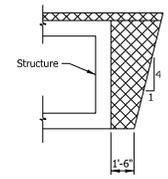
Design Strength:
 Class "C" Concrete F_c = 4,000 psi
 Class "A" Concrete F_c = 3,500 psi
 Class "C" Concrete F_c = 3,000 psi
 Reinforcing Steel F_y = 60,000 psi

Dead Loads: Actual weight plus 35 lbs/sft for future wearable surface.

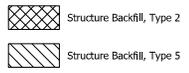
Seismic Load: Designed for Seismic Performance Zone 1.

GENERAL NOTES

- Contractor shall verify the existing flowline elevation to set the appropriate sump depth.
- Chamfer exposed edges 1", unless noted.



TYPICAL EXCAVATION & BACKFILL LIMITS AT STRUCTURE



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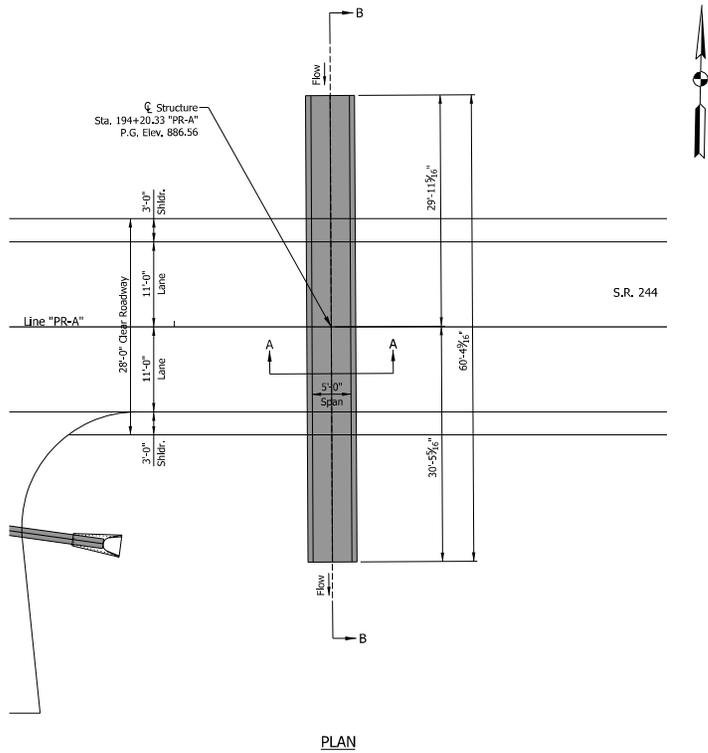
RECOMMENDED FOR APPROVAL _____	DESIGN ENGINEER _____	DATE _____
DESIGNED: SJS _____	DRAWN: SJS _____	
CHECKED: SWK _____	CHECKED: SWK _____	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STR. NO. 108

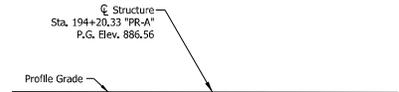
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1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
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SURVEY BOOK	SHEETS
	43 of 229
CONTRACT	PROJECT
14-42264	1600801

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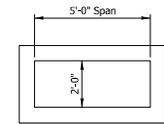


PLAN

NOTE: See next sheet for Section B-B.



ELEVATION



SECTION A-A

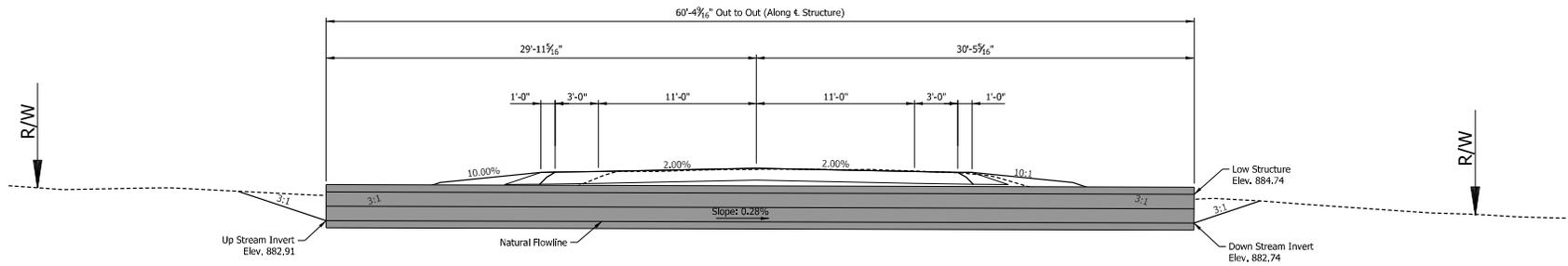
PRECAST REINFORCED CONCRETE BOX
 S.R. 244 OVER UNNAMED TRIBUTARY
 5' SPAN, 2' RISE, 0° SKEW
 RUSH COUNTY

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: SWK	CHECKED: SWK	

INDIANA
 DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
 STR. NO. 112

HORIZONTAL SCALE	BRIDGE FILE
1/8" = 1'-0"	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	44 of 229
CONTRACT	PROJECT
14-42264	1600801



SECTION B-B

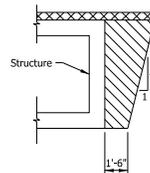
DESIGN DATA

Live Loads: Structure designed for HL-93 loading with impact and distribution of loads in accordance with the 2012 AASHTO LRFD Bridge Design Specifications, 6th Edition, with subsequent interims.

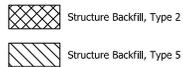
Design Strength:
 Class "C" Concrete FC = 4,000 psi
 Class "A" Concrete FC = 3,500 psi
 Class "C" Concrete FC = 3,000 psi
 Reinforcing Steel FY = 60,000 psi

Dead Loads: Actual weight plus 35 lbs/sft for future wearable surface.

Seismic Load: Designed for Seismic Performance Zone 1.



TYPICAL EXCAVATION & BACKFILL LIMITS AT STRUCTURE



GENERAL NOTES

- Contractor shall verify the existing flowline elevation to set the appropriate sump depth.
- Chamfer exposed edges 1", unless noted.

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RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: SJS	DRAWN: SJS	
CHECKED: SWK	CHECKED: SWK	

INDIANA
DEPARTMENT OF TRANSPORTATION

GENERAL PLAN
STR. NO. 112

HORIZONTAL SCALE	BRIDGE FILE
1/4" = 1'-0"	
VERTICAL SCALE	DESIGNATION
	1600801
SURVEY BOOK	SHEETS
	45 of 229
CONTRACT	PROJECT
14-42264	1600801

Appendix C

Early Coordination

Item	Appendix Page
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Response – IDNR, Fish and Wildlife	C-13 to C-15
Response – IDNR, Oil and Gas	C-16
Automated Response – IGWS	C-17 to C-18
Response – NRCS	C-19 to C-21
Response – U.S. Fish & Wildlife Service - IPaC	C-22 to C-40
Response – USFWS, Ecological Field Office	C-41 to C-43



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N642
Indianapolis, Indiana 46204

PHONE: (317) 232-5113
FAX: (317) 233-4929

Eric Holcomb, Governor
Joe McGuinness, Commissioner

February 4, 2021

Example Early Coordination Letter

{See Attached List}

Re: Des. No. 1600801
State Road (SR) 244 – Roadway Rehabilitation Project
From 0.32 miles west of I-74 at the intersection of Michigan Road to 0.06 mile west of Deer Creek
Shelby and Rush Counties, Indiana

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a roadway rehabilitation project on SR 244 from Michigan Road to 0.06 mile west of Deer Creek in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. CHA Consulting, Inc. is under contract with the INDOT to advance the environmental documentation for the referenced project. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Your cooperation in this endeavor is appreciated.

PROJECT LOCATION

The proposed undertaking is located on SR 244, from the intersection of Michigan Road and SR 244 (0.32 miles west of I-74) in Liberty Township, Shelby County, Indiana for 5.41 miles east to 0.06 mile west of Deer Creek in Orange Township Rush County, Indiana. Specifically, it is located within Sections 12 and 13, Township 12 North, Range 7 East and Sections 7, 8, 9, 10, 11, 14, 15, 16, 17 and 18, Township 12 North, Range 8 East as shown on the attached 7.5 minute Waldron and Adams, Indiana, United States Geological Survey (USGS) quadrangle map.

EXISTING CONDITIONS

SR 244 is functionally classified as a Rural Major Collector within the project area. SR 244 consist of two 11-foot travel lanes in each direction. The shoulders are 2 feet wide from the near east I-74 interchange ramps to the near west I-74 interchange ramps. There no existing shoulders throughout the rest of the project area. According to INDOT's Traffic Count Database System, SR 244 had an Annual Average Daily Traffic (AADT) volume of 1,350 Vehicles Per Day (VPD) in 2013, is anticipated to have an AADT of 1,996 VPD in 2024, and 2,483 VPD in 2044. The posted speed limit along SR 244 in the project area is 50 mph.

There is minor transverse and longitudinal cracking along SR 244. The pavement is starting to develop some moderate severity edge cracks. The majority of the existing pavement is narrow with no shoulders. The ditches are shallow or nonexistent throughout a majority of the project area. Where ditches exist, they are directly adjacent to the edge of the white line causing a potential safety hazard to motorists. The majority of the existing edge cracking is occurring in these areas. The underlying pavement below the surface is showing signs of stripping, which is the loss of bond between aggregates (e.g. sand, gravel, crushed stone, slag or rock dust) and the asphalt binder. Land use in the project area consists of residential and agricultural properties located to the north and south of the project area, and a religious facility is located at the west end of the project area.

The National Wetland Inventory (NWI) maps and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) were reviewed for the presence of water features in the project area. Six rivers and streams were mapped within the project area: four Unnamed Tributaries (UNT), Conns Creek, and Little

Conns Creek. Three mapped wetlands were identified within the project area and one floodplain was identified within the project area. A preliminary Waters of the US investigation was conducted on September 29 and 30, 2020 and confirmed that the six rivers and streams listed above were within the project area. A Waters of the US Report will be prepared and coordination with INDOT Environmental Services Division (ESD) Ecology and Waterway Permitting Office (EWPO) will occur. This project qualifies for the application of the USFWS range-wide programmatic informal consultation for the Indiana bat and northern longeared bat and project information will be submitted through USFWS's Information for Planning and Consultation (IPaC) separately.

PROJECT PURPOSE AND NEED

The need of the project is due to the poor site-distance at some intersections, substandard curves, absence of shoulders, narrow width of existing pavement, and improper roadway drainage. The primary purpose of the project is to provide an improved roadway that meets future traffic capacity, affords accommodations for moving agricultural machinery, and addresses repeated maintenance concerns along the corridor.

PROPOSED IMPROVEMENTS

The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11 foot travel lanes with 5 foot usable (4 foot paved) shoulders. Three small structures (Structure Nos. CV 244-073-1.12, 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area.

It is anticipated that structure No. CV 244-073-1.12 (located approximately 0.77 mile east of I-74) will be extended, it is currently a 4 foot by 4 foot Reinforced Concrete Box with 2 foot cover. Structure No. CV 244-073-1.51 (located approximately 1.16 miles east of I-74), which is a 78 inch by 48 inch Corrugated Metal Pipe (CMP) will be replaced in-kind. Structure No. CV 244-073-3.22 (located approximately 2.87 miles east of I-74), which is a 4 foot by 4 foot Reinforced Concrete Box with 1 foot cover, will be replaced in-kind in a new location. Three bridges, SR 244 over I-74 (Structure No.244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project. The existing approach guardrail at Conns Creek will be replaced to meet current INDOT standards.

There is no documented existing right-of-way, except at 3 parcel locations from previous projects; therefore, it is assumed the existing right-of-way is at the edge of pavement. Permanent right-of-way will be required for the road widening and a study area has been set which extends up to a width of approximately 140 feet in some locations. It is anticipated that approximately 40 acres of both permanent and temporary right-of-way will be required from an anticipated 64 parcels. There is one potential re-location; however, it is anticipated that during the design process this potential property re-location can be eliminated.

The recommended maintenance of traffic (MOT) will be broken up into multiple phases. For the project area between Michigan Road and I-74, the MOT will make use of flaggers for the pavement resurfacing. The remaining portion of the project area will provide a full closure with a detour for SR 244 due to the narrow existing roadway. The anticipated detour would be I-74 to SR 3 for both directions. The closure of SR 244 would be phased in 1-mile sections (three segments 74 to 600E, 600E to county line, county line to end of project) to maintain traffic in certain sections as other sections are being built. Local access will be maintained throughout construction in accordance with the Indiana Design Manual (IDM) Chapter 503. The final determination of maintenance of traffic plans will be coordinated with the District Traffic Engineer, Area Engineer, and INDOT Project Manager. Additional coordination will be required with Shelby and Rush County for unofficial detours.

HISTORIC RESOURCES

As the Section 106 process advances, the project area will be surveyed by individuals satisfying the Secretary of the Interior Professional Qualification Standards to determine an area of potential effect (APE), make

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An Equal Opportunity Employer*

recommendations on eligibility determinations and assess effects on potential historic resources. Additionally, the project area will be subjected to an archaeological reconnaissance by a qualified archaeologist. Coordination with INDOT Cultural Resources Office will occur. The results of this investigation will be forwarded to the State Historic Preservation Officer (SHPO) for review and concurrence.

EARLY COORDINATION

As part of our early coordination effort for the proposed project, please study the enclosed information and provide a written evaluation of the potential impacts upon resources that are under your jurisdiction. It is requested, that you return a reply within 30-days of receipt of this packet. Should we not receive your response within thirty (30) calendar days from the date of this letter, it will be assumed that your agency feels that there will be no adverse effects incurred as a result of the proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Toni Lynn Giffin, CHA Consulting Environmental Planner at tgiffin@chacompanies.com or (317) 780-7185, or Nathan Riggs, INDOT Project Manager, at nriggs@indot.in.gov or (317) 467-3986. Thank you in advance for your input.

Best Regards,

CHA Consulting, Inc.



Toni Lynn Giffin
Environmental Planner

Attachments:

- Project Area Maps
- Project Area Photographs

cc: Mr. Nathan Riggs, INDOT Project Manager
Mr. Doug Dagley, P.E., Project Manager, CHA
File#060242

**SR 244 Rodway Rehabilitation Project
Shelby and Rush Counties, Indiana
Des. No. 1600801**

Agencies Receiving Early Coordination Packet

Distribution Date: February 4, 2021

Federal Highway Administration
Federal Office Building, Room 254
575 North Pennsylvania Street
Indianapolis, Indiana 46204
Robert.Dirks@dot.gov
(Electronic submittal)

Natural Resources Conservation Service
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
Attn: rick.neilson@in.usda.gov
(Electronic submittal)

Indiana Geological Survey
611 North Walnut Grove
Bloomington, IN 47405
(Website submittal)

Indiana Department of Natural Resources
Division of Fish and Wildlife
402 West Washington Street, Rm. W273
Indianapolis, IN 46204
environmentalreview@dnr.in.gov
(Electronic submittal)

Indiana Department of Natural Resources
Division of Oil and Gas
402 West Washington Street, Rm. 293
Indianapolis, IN 46204
broyer@dnr.IN.gov
(Electronic submittal)

Indiana Department of Environmental Management
<https://www.in.gov/idem/5284.htm>
(Website submittal)

Mr. Nathan Riggs, Project Manager
Public Involvement
Indiana Department of Transportation
32 S Broadway Street
Greenfield, IN 46140
nriggs@indot.in.gov
(Electronic submittal)

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, Nebraska 68102
Mwro_Compliance@nps.gov
(Electronic submittal)

Ms. Deborah Snyder
US Army Corps of Engineers
Louisville District, Indianapolis Regulatory Office
Indianapolis, IN 46216
RegulatoryApplicationsLRL@usace.army.mil
(Electronic submittal)

Field Environmental Officer, Chicago Regional Office
US Department of Housing & Urban Development
Metcalf Fed. Bldg.
77 W. Jackson Blvd. Room 2401
Chicago, IL 60604
Melanie.H.Castillo@hud.gov
(Electronic submittal)

Ms. Taylor Darrah, Environmental Section Manager
IN Dept. of Transportation, Greenfield District
32 S Broadway Street
Greenfield, IN 46140
tdarrah@indot.in.gov
(Electronic submittal)

Mr. Brandon Miller, Senior Environmental Manager
100 N. Senate Avenue, Room N642-ES
Indianapolis, IN 46204
bramiller1@indot.in.gov
(Electronic submittal)

Wellhead Proximity Determinator website
(Website submittal)

Commander, Eighth Coast Guard District
Attn: Bridge Branch
1222 Spruce Street, Rm 2.102D
St Louis, MO 63103-2832
Eric.wasburn@useg.mil
(Electronic submittal)

Mark Bacon, Chairman
Rush County Commissioners
Rush County Courthouse
101 East Second Street, Room 212
Rushville, Indiana 46173
mbacon@rushcounty.in.gov
(Electronic submittal)

Charles A. Smith, President
Rush County Council
Rush County Courthouse
101 East Second Street, Room 211
Rushville, Indiana 46173
smithca80@hotmail.com
(Electronic submittal)

Jerry Sitton, Highway Superintendent
Rush County
1352 East State Road 44
Rushville, IN 46173
highway@rushcounty.in.gov
(Electronic submittal)

Marvin Rees, Rush County Surveyor
101 East Second Street, Room 212
Rushville, Indiana 46173
surveyor@rushcounty.in.gov
(Electronic submittal)

**SR 244 Rodway Rehabilitation Project
Shelby and Rush Counties, Indiana
Des. No. 1600801**

Agencies Receiving Early Coordination Packet

Distribution Date: February 4, 2021

Nancy Schroeder, Principle
Milroy Elementary School
300 N. Walnut St.
Milroy, IN 46156
schroedern@rushville.k12.in.us
(Electronic submittal)

Katrina Falk, Transportation Director
Shelby Eastern School Corporation
2451 N 600 E
Shelbyville, IN 46176
Kfalk@ses.k12.in.us
(Electronic submittal)

Mr. Gary Miller
Flat Rock Amish School
5117 W State Road 244
Milroy, IN 46156

Dr. Matt Vance, Superintendent
Rush County Schools
330 8th St.
Rushville, IN 46173
vancem@rushville.k12.in.us
(Electronic submittal)

Kevin Nigh, President
Shelby County Commissioners
25 West Polk Street
Shelbyville, IN 46176
kevin.nigh@co.shelby.in.us
(Electronic submittal)

Tony Titus, President
Shelby County Council
25 W. Polk St., Room 104
Shelbyville, IN 46176
ttitus@co.shelby.in.us
(Electronic submittal)

Kem Anderson, Highway Superintendent
Shelby County
25 West Polk Street
Shelbyville, IN 46176
Kem.anderson@co.shelby.in.us
(Electronic submittal)

Taylor Summerford, Surveyor
Shelby County
25 West Polk Street
Shelbyville, IN 46176
Nross@co.shelby.in.us
(Electronic submittal)

Cliff Chapman, Executive Director
Central Indiana Land Trust
Meltzer Woods Nature Preserve and Trails
P.O. Box 509074
Indianapolis, IN 46250
cchapman@conservingindiana.org
(Electronic submittal)

In the interest of condensing the document, the attachments were removed from this appendix. They appear in Appendix B



Indiana Department of Environmental Management

We Protect Hoosiers and Our Environment.

100 North Senate Avenue - Indianapolis, IN 46204
(800) 451-6027 - (317) 232-8603 - www.idem.IN.gov

Indiana Department of Transportation

CHA Consulting, Inc.

Mackenzie Knotts

300 S. Meridian Street

Indianapolis , IN 46225

, IN

Date

To Engineers and Consultants Proposing Roadway Construction Projects:

RE: The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11 foot travel lanes with 5 foot usable (4 foot paved) shoulders. Three small structures (Structure Nos. CV 244-073-1.12, 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area.

This letter from the Indiana Department of Environmental Management (IDEM) serves as a standardized response to enquiries inviting IDEM comments on roadway construction, reconstruction, or other improvement projects within existing roadway corridors when the proposed scope of the project is beneath the threshold requiring a formal National Environmental Policy Act-mandated Environmental Assessment or Environmental Impact Statement. As the letter attempts to address all roadway-related environmental topics of potential concern, it is possible that not every topic addressed in the letter will be applicable to your particular roadway project.

For additional information on specific roadway-related topics of interest, please visit the appropriate Web pages cited below, many of which provide contact information for persons within the various program areas who can answer questions not fully addressed in this letter. Also please be mindful that some environmental requirements may be subject to change and so each person intending to include a copy of this letter in their project documentation packet is advised to download the most recently revised version of the letter; found at: <http://www.in.gov/idem/5283.htm> (<http://www.in.gov/idem/5283.htm>).

To ensure that all environmentally-related issues are adequately addressed, IDEM recommends that you read this letter in its entirety, and consider each of the following issues as you move forward with the planning of your proposed roadway construction, reconstruction, or improvement project:

WATER AND BIOTIC QUALITY

1. Section 404 of the Clean Water Act requires that you obtain a permit from the U.S. Army Corps of Engineers (USACE) before discharging dredged or fill materials into any wetlands or other waters, such as rivers, lakes, streams, and ditches. Other activities regulated include the relocation, channelization, widening, or other such alteration of a stream, and the mechanical clearing (use of heavy construction equipment) of wetlands. Thus, as a project owner or sponsor, it is your responsibility to ensure that no wetlands are

disturbed without the proper permit. Although you may initially refer to the U.S. Fish and Wildlife Service National Wetland Inventory maps as a means of identifying potential areas of concern, please be mindful that those maps do not depict jurisdictional wetlands regulated by the USACE or the Department of Environmental Management. A valid jurisdictional wetlands determination can only be made by the USACE, using the 1987 Wetland Delineation Manual.

USACE recommends that you have a consultant check to determine whether your project will abut, or lie within, a wetland area. To view a list of consultants that have requested to be included on a list posted by the USACE on their Web site, see USACE Permits and Public Notices (<http://www.lrl.usace.army.mil/orf/default.asp>) (<http://www.lrl.usace.army.mil/orf/default.asp>) and then click on "Information" from the menu on the right-hand side of that page. Their "Consultant List" is the fourth entry down on the "Information" page. Please note that the USACE posts all consultants that request to appear on the list, and that inclusion of any particular consultant on the list does not represent an endorsement of that consultant by the USACE, or by IDEM.

Much of northern Indiana (Newton, Lake, Porter, LaPorte, St. Joseph, Elkhart, LaGrange, Steuben, and Dekalb counties; large portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and lesser portions of Benton, White, Pulaski, Kosciusko, and Wells counties) is served by the USACE District Office in Detroit (313-226-6812). The central and southern portions of the state (large portions of Benton, White, Pulaski, Kosciusko, and Wells counties; smaller portions of Jasper, Starke, Marshall, Noble, Allen, and Adams counties; and all other Indiana counties located in north-central, central, and southern Indiana) are served by the USACE Louisville District Office (502-315-6733).

Additional information on contacting these U.S. Army Corps of Engineers (USACE) District Offices, government agencies with jurisdiction over wetlands, and other water quality issues, can be found at <http://www.in.gov/idem/4396.htm> (<http://www.in.gov/idem/4396.htm>). IDEM recommends that impacts to wetlands and other water resources be avoided to the fullest extent.

2. In the event a Section 404 wetlands permit is required from the USACE, you also must obtain a Section 401 Water Quality Certification from the IDEM Office of Water Quality Wetlands Program. To learn more about the Wetlands Program, visit: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>).
3. If the USACE determines that a wetland or other water body is isolated and not subject to Clean Water Act regulation, it is still regulated by the state of Indiana. A State Isolated Wetland permit from IDEM's Office of Water Quality (OWQ) is required for any activity that results in the discharge of dredged or fill materials into isolated wetlands. To learn more about isolated wetlands, contact the OWQ Wetlands Program at 317-233-8488.
4. If your project will involve over a 0.5 acre of wetland impact, stream relocation, or other large-scale alterations to water bodies such as the creation of a dam or a water diversion, you should seek additional input from the OWQ Wetlands Program staff. Consult the Web at: <http://www.in.gov/idem/4384.htm> (<http://www.in.gov/idem/4384.htm>) for the appropriate staff contact to further discuss your project.
5. Work within the one-hundred year floodway of a given water body is regulated by the Department of Natural Resources, Division of Water. The Division issues permits for activities regulated under the follow statutes:
 - IC 14-26-2 Lakes Preservation Act 312 IAC 11
 - IC 14-26-5 Lowering of Ten Acre Lakes Act No related code
 - IC 14-28-1 Flood Control Act 310 IAC 6-1
 - IC 14-29-1 Navigable Waterways Act 312 IAC 6
 - IC 14-29-3 Sand and Gravel Permits Act 312 IAC 6

- IC 14-29-4 Construction of Channels Act No related code

For information on these Indiana (statutory) Code and Indiana Administrative Code citations, see the DNR Web site at: <http://www.in.gov/dnr/water/9451.htm> (<http://www.in.gov/dnr/water/9451.htm>) . Contact the DNR Division of Water at 317-232-4160 for further information.

The physical disturbance of the stream and riparian vegetation, especially large trees overhanging any affected water bodies should be limited to only that which is absolutely necessary to complete the project. The shade provided by the large overhanging trees helps maintain proper stream temperatures and dissolved oxygen for aquatic life.

6. For projects involving construction activity (which includes clearing, grading, excavation and other land disturbing activities) that result in the disturbance of one (1), or more, acres of total land area, contact the Office of Water Quality – Watershed Planning Branch (317/233-1864) regarding the need for of a Rule 5 Storm Water Runoff Permit. Visit the following Web page
 - <http://www.in.gov/idem/4902.htm> (<http://www.in.gov/idem/4902.htm>)

To obtain, and operate under, a Rule 5 permit you will first need to develop a Construction Plan (<http://www.in.gov/idem/4917.htm#constreq> (<http://www.in.gov/idem/4917.htm#constreq>)), and as described in 327 IAC 15-5-6.5 (<http://www.in.gov/legislative/iac/T03270/A00150> [PDF] (<http://www.in.gov/legislative/iac/T03270/A00150.PDF>), pages 16 through 19). Before you may apply for a Rule 5 Permit, or begin construction, you must submit your Construction Plan to your county Soil and Water Conservation District (SWCD) (<http://www.in.gov/isda/soil/contacts/map.html> (<http://www.in.gov/isda/soil/contacts/map.html>)).

Upon receipt of the construction plan, personnel of the SWCD or the Indiana Department of Environmental Management will review the plan to determine if it meets the requirements of 327 IAC 15-5. Plans that are deemed deficient will require re-submittal. If the plan is sufficient you will be notified and instructed to submit the verification to IDEM as part of the Rule 5 Notice of Intent (NOI) submittal. Once construction begins, staff of the SWCD or Indiana Department of Environmental Management will perform inspections of activities at the site for compliance with the regulation.

Please be mindful that approximately 149 Municipal Separate Storm Sewer System (MS4) areas are now being established by various local governmental entities throughout the state as part of the implementation of Phase II federal storm water requirements. All of these MS4 areas will eventually take responsibility for Construction Plan review, inspection, and enforcement. As these MS4 areas obtain program approval from IDEM, they will be added to a list of MS4 areas posted on the IDEM Website at: <http://www.in.gov/idem/4900.htm> (<http://www.in.gov/idem/4900.htm>).

If your project is located in an IDEM-approved MS4 area, please contact the local MS4 program about meeting their storm water requirements. Once the MS4 approves the plan, the NOI can be submitted to IDEM.

Regardless of the size of your project, or which agency you work with to meet storm water requirements, IDEM recommends that appropriate structures and techniques be utilized both during the construction phase, and after completion of the project, to minimize the impacts associated with storm water runoff. The use of appropriate planning and site development and appropriate storm water quality measures are recommended to prevent soil from leaving the construction site during active land disturbance and for post construction water quality concerns. Information and assistance regarding storm water related to construction activities are available from the Soil and Water Conservation District (SWCD) offices in each county or from IDEM.

7. For projects involving impacts to fish and botanical resources, contact the Department of Natural Resources - Division of Fish and Wildlife (317/232-4080) for addition project input.
8. For projects involving water main construction, water main extensions, and new public water supplies, contact the Office of Water Quality - Drinking Water Branch (317-308-3299) regarding the need for permits.
9. For projects involving effluent discharges to waters of the State of Indiana , contact the Office of Water Quality - Permits Branch (317-233-0468) regarding the need for a National Pollutant Discharge Elimination System (NPDES) permit.
10. For projects involving the construction of wastewater facilities and sewer lines, contact the Office of Water Quality - Permits Branch (317-232-8675) regarding the need for permits.

AIR QUALITY

The above-noted project should be designed to minimize any impact on ambient air quality in, or near, the project area. The project must comply with all federal and state air pollution regulations. Consideration should be given to the following:

1. Regarding open burning, and disposing of organic debris generated by land clearing activities; some types of open burning are allowed (<http://www.in.gov/idem/4148.htm> (<http://www.in.gov/idem/4148.htm>)) under specific conditions. You also can seek an open burning variance from IDEM.

However, IDEM generally recommends that you take vegetative wastes to a registered yard waste composting facility or that the waste be chipped or shredded with composting on site (you must register with IDEM if more than 2,000 pounds is to be composted; contact 317/232-0066). The finished compost can then be used as a mulch or soil amendment. You also may bury any vegetative wastes (such as leaves, twigs, branches, limbs, tree trunks and stumps) onsite, although burying large quantities of such material can lead to subsidence problems, later on.

Reasonable precautions must be taken to minimize fugitive dust emissions from construction and demolition activities. For example, wetting the area with water, constructing wind barriers, or treating dusty areas with chemical stabilizers (such as calcium chloride or several other commercial products). Dirt tracked onto paved roads from unpaved areas should be minimized.

Additionally, if construction or demolition is conducted in a wooded area where blackbirds have roosted or abandoned buildings or building sections in which pigeons or bats have roosted for 3-5 years precautionary measures should be taken to avoid an outbreak of histoplasmosis. This disease is caused by the fungus *Histoplasma capsulatum*, which stems from bird or bat droppings that have accumulated in one area for 3-5 years. The spores from this fungus become airborne when the area is disturbed and can cause infections over an entire community downwind of the site. The area should be wetted down prior to cleanup or demolition of the project site. For more detailed information on histoplasmosis prevention and control, please contact the Acute Disease Control Division of the Indiana State Department of Health at (317) 233-7272.

2. The U.S. EPA and the Surgeon General recommend that people not have long-term exposure to radon at levels above 4 pCi/L. (For a county-by-county map of predicted radon levels in Indiana, visit: <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>.)

The U.S. EPA further recommends that all homes (and apartments within three stories of ground level) be tested for radon. If in-home radon levels are determined to be 4 pCi/L, or higher, EPA recommends a follow-up test. If the second test confirms that radon levels are 4 pCi/L, or higher, EPA recommends the installation

of radon-reduction measures. (For a list of qualified radon testers and radon mitigation (or reduction) specialists visit: http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf (http://www.in.gov/isdh/regsvcs/radhealth/pdfs/radon_testers_mitigators_list.pdf.) It also is recommended that radon reduction measures be built into all new homes, particularly in areas like Indiana that have moderate to high predicted radon levels.

To learn more about radon, radon risks, and ways to reduce exposure visit:

<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm> (<http://www.in.gov/isdh/regsvcs/radhealth/radon.htm>), <http://www.in.gov/idem/4145.htm> (<http://www.in.gov/idem/4145.htm>), or <http://www.epa.gov/radon/index.html> (<http://www.epa.gov/radon/index.html>).

3. With respect to asbestos removal: all facilities slated for renovation or demolition (except residential buildings that have (4) four or fewer dwelling units and which will not be used for commercial purposes) must be inspected by an Indiana-licensed asbestos inspector prior to the commencement of any renovation or demolition activities. If regulated asbestos-containing material (RACM) that may become airborne is found, any subsequent demolition, renovation, or asbestos removal activities must be performed in accordance with the proper notification and emission control requirements.

If no asbestos is found where a renovation activity will occur, or if the renovation involves removal of less than 260 linear feet of RACM off of pipes, less than 160 square feet of RACM off of other facility components, or less than 35 cubic feet of RACM off of all facility components, the owner or operator of the project does not need to notify IDEM before beginning the renovation activity.

For questions on asbestos demolition and renovation activities, you can also call IDEM's Lead/Asbestos section at 1-888-574-8150.

However, in all cases where a demolition activity will occur (even if no asbestos is found), the owner or operator must still notify IDEM 10 working days prior to the demolition, using the form found at <http://www.in.gov/icpr/webfile/formsdiv/44593.pdf> (<http://www.in.gov/icpr/webfile/formsdiv/44593.pdf>).

Anyone submitting a renovation/demolition notification form will be billed a notification fee based upon the amount of friable asbestos containing material to be removed or demolished. Projects that involve the removal of more than 2,600 linear feet of friable asbestos containing materials on pipes, or 1,600 square feet or 400 cubic feet of friable asbestos containing material on other facility components, will be billed a fee of \$150 per project; projects below these amounts will be billed a fee of \$50 per project. All notification remitters will be billed on a quarterly basis.

For more information about IDEM policy regarding asbestos removal and disposal, visit:

<http://www.in.gov/idem/4983.htm> (<http://www.in.gov/idem/4983.htm>).

4. With respect to lead-based paint removal: IDEM encourages all efforts to minimize human exposure to lead-based paint chips and dust. IDEM is particularly concerned that young children exposed to lead can suffer from learning disabilities. Although lead-based paint abatement efforts are not mandatory, any abatement that is conducted within housing built before January 1, 1978, or a child-occupied facility is required to comply with all lead-based paint work practice standards, licensing and notification requirements. For more information about lead-based paint removal visit: <http://www.in.gov/isdh/19131.htm> (<http://www.in.gov/isdh/19131.htm>).
5. Ensure that asphalt paving plants are permitted and operate properly. The use of cutback asphalt, or asphalt emulsion containing more than seven percent (7%) oil distillate, is prohibited during the months April through October. See 326 IAC 8-5-2, Asphalt Paving Rule

(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>
(<http://www.ai.org/legislative/iac/T03260/A00080.PDF>)).

6. If your project involves the construction of a new source of air emissions or the modification of an existing source of air emissions or air pollution control equipment, it will need to be reviewed by the IDEM Office of Air Quality (OAQ). A registration or permit may be required under 326 IAC 2 (View at: www.ai.org/legislative/iac/t03260/a00020.pdf (<http://www.ai.org/legislative/iac/t03260/a00020.pdf>)). New sources that use or emit hazardous air pollutants may be subject to Section 112 of the Clean Air Act and corresponding state air regulations governing hazardous air pollutants.
7. For more information on air permits visit: <http://www.in.gov/idem/4223.htm> (<http://www.in.gov/idem/4223.htm>), or to initiate the IDEM air permitting process, please contact the Office of Air Quality Permit Reviewer of the Day at (317) 233-0178 or OAMPROD atdem.state.in.us.

LAND QUALITY

In order to maintain compliance with all applicable laws regarding contamination and/or proper waste disposal, IDEM recommends that:

1. If the site is found to contain any areas used to dispose of solid or hazardous waste, you need to contact the Office of Land Quality (OLQ) at 317-308-3103.
2. All solid wastes generated by the project, or removed from the project site, need to be taken to a properly permitted solid waste processing or disposal facility. For more information, visit <http://www.in.gov/idem/4998.htm> (<http://www.in.gov/idem/4998.htm>).
3. If any contaminated soils are discovered during this project, they may be subject to disposal as hazardous waste. Please contact the OLQ at 317-308-3103 to obtain information on proper disposal procedures.
4. If PCBs are found at this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding management of any PCB wastes from this site.
5. If there are any asbestos disposal issues related to this site, please contact the Industrial Waste Section of OLQ at 317-308-3103 for information regarding the management of asbestos wastes (Asbestos removal is addressed above, under Air Quality).
6. If the project involves the installation or removal of an underground storage tank, or involves contamination from an underground storage tank, you must contact the IDEM Underground Storage Tank program at 317/308-3039. See: <http://www.in.gov/idem/4999.htm> (<http://www.in.gov/idem/4999.htm>).

FINAL REMARKS

Should you need to obtain any environmental permits in association with this proposed project, please be mindful that IC 13-15-8 requires that you notify all adjoining property owners and/or occupants within ten days your submittal of each permit application. However, if you are seeking multiple permits, you can still meet the notification requirement with a single notice if all required permit applications are submitted with the same ten day period.

Should the scope of the proposed project be expanded to the extent that a National Environmental Policy Act Environmental Assessment (EA) or Environmental Impact Statement (EIS) is required, IDEM will actively participate in any early interagency coordination review of the project.

Meanwhile, please note that this letter does not constitute a permit, license, endorsement or any other form of approval on the part of the Indiana Department of Environmental Management regarding any project for which a copy of this letter is used. Also note that it is the responsibility of the project engineer or consultant using this letter to ensure that the most current draft of this document, which is located at <http://www.in.gov/idem/5284.htm> (<http://www.in.gov/idem/5284.htm>), is used.

Signature(s) of the Applicant

I acknowledge that the following proposed roadway project will be financed in part, or in whole, by public monies.

Project Description

The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11 foot travel lanes with 5 foot usable (4 foot paved) shoulders. Three small structures (Structure Nos. CV 244-073-1.12, 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area.

With my signature, I do hereby affirm that I have read the letter from the Indiana Department of Environment that appears directly above. In addition, I understand that in order to complete that project in which I am interested, with a minimum of impact to the environment, I must consider all the issues addressed in the aforementioned letter, and further, that I must obtain any required permits.

Date: 1/20/22

Signature of the INDOT
Project Engineer or Other Responsible Agent Summer Elmore

Date: 01-20-2022

Signature of the
For Hire Consultant Mackenzie Knotts

Mackenzie Knotts

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-23404

Request Received: February 4, 2021

Requestor: CHA Consulting, Inc
Toni L Giffin
300 South Meridian Street
Indianapolis, IN 46225

Project: SR 244 roadway rehabilitation, and 3 small structure replacements, from Michigan Road to 0.06 mile west of Deer Creek; Des #1600801

County/Site info: Shelby - Rush

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal may require the formal approval of our agency pursuant to the Flood Control Act (IC 14-28-1) for any proposal to construct, excavate, or fill in or on the floodway of a stream or other flowing waterbody which has a drainage area greater than one square mile, unless it qualifies for a bridge exemption (see enclosure) or qualifies under the INDOT and IDNR Memorandum of Understanding for Maintenance Activity Exemption, dated March 1997. Please include a copy of this letter with the permit application, if required.

Natural Heritage Database: The Natural Heritage Program's data have been checked. Central Indiana Land Trust's Meltzer Woods Nature Preserve, and a central till plain flatwoods natural community, are located within 1/2 mile of the project area. The Division of Nature Preserves does not anticipate any impacts to the preserve or community as a result of this project.

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Crossing Structure:

For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; have a minimum openness ratio (height x width / length) of 0.25; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. When determining an appropriate bridge or culvert size, consider whether or not wildlife/vehicle collisions are a concern at the crossing site. If feasible, a larger bridge or culvert opening can allow for the movement of wildlife under the roadway in order to minimize wildlife/vehicle collisions.

2) Bank Stabilization:

Establishing vegetation along the banks is critical for stabilization and erosion control. In addition to vegetation, some other form of bank stabilization may be needed. While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. Information about bioengineering techniques can be found at <http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf>. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: <http://directives.sc.egov.usda.gov/17553.wba>.

Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM must be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to Eastern Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

3) Riparian Habitat:

We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation guidelines (and plant lists) can be found online at: <http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf>.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

4) Stream/Wetland Habitat:

For any stream and/or wetland impacts, you may need to contact the Indiana Department of Environmental Management (IDEM) 401 program and the US Army Corps of Engineers (USACE) 404 program. Impacts to wetland habitat should be mitigated at the appropriate ratio according to the 1991 INDOT/IDNR/USFWS Memorandum of Understanding.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

**State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment**

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas that will not be mowed and maintained with a mixture of grasses, sedges, and wildflowers native to Central Indiana and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion; turf-type grasses (including low-endophyte, friendly endophyte, and endophyte free tall fescue but excluding all other varieties of tall fescue) may be used in regularly mowed areas only.
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Operate equipment used to replace the bridge from the existing roadway.
8. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
9. Do not use broken concrete as riprap.
10. Underlay the riprap with a bedding layer of well graded aggregate or a geotextile to prevent piping of soil underneath the riprap.
11. Minimize the movement of resuspended bottom sediment from the immediate project area.
12. Do not deposit or allow demolition/construction materials or debris to fall or otherwise enter the waterway.
13. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
14. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.
15. Do not excavate or place fill in any riparian wetland.

Contact Staff:

Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife
Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer

Date: March 5, 2021

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Attachments: A - Bridge Exemption Criteria

Giffin, Toni

From: Royer, Brian <BRoyer@dnr.IN.gov>
Sent: Friday, February 5, 2021 11:42 AM
To: Giffin, Toni
Subject: [--EXTERNAL--]: RE: FHWA Des. No. 1600801: SR 244 Road Rehabilitation Project - From Michigan Road to 0.06 mile west of Deer Creek in Shelby and Rush Counties, Indiana

There are 4 active Non-commercial gas wells being used in or very near this project area with 9 others being used slightly farther out from the project area but within close enough proximity to be noted. With the land owners being the operator and responsible for their maintenance. These wells should be avoided or plugged if unavoidable. There is one plugged well in the area that should not be of concern. There are two gas wells that are presumed plugged that we do not have records on what was done with them they are IGS # 146413, and 146415. They were probably poorly plugged many years ago but there are no records to show what was done with them. If these wells are encountered or a casing is hit please contact me asap to investigate and respond with a plan of action. Please contact me with any questions or concerns.

Thanks,

Brian Royer
Orphan Well Manager
Indiana Department of Natural Resources
Division of Oil & Gas / Reclamations
Cell- 317-417-6556
www.dnr.IN.gov

** Please let us know about the quality of our service by taking this brief [customer survey](#).*

From: Giffin, Toni <TGiffin@chacompanies.com>
Sent: Thursday, February 04, 2021 10:34 AM
To: Royer, Brian <BRoyer@dnr.IN.gov>
Subject: FHWA Des. No. 1600801: SR 244 Road Rehabilitation Project - From Michigan Road to 0.06 mile west of Deer Creek in Shelby and Rush Counties, Indiana

****** This is an EXTERNAL email. Exercise caution. DO NOT open attachments or click links from unknown senders or unexpected email. ******

Dear Sir or Madam:

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration, proposes to proceed with a roadway rehabilitation project on SR 244 from Michigan Road to 0.06 mile west of Deer Creek in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. CHA Consulting, Inc. is under contract with the INDOT to advance the environmental documentation for the referenced project. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. Please use the above designation number and description in your reply. We will incorporate your comments into a study of the project's environmental impacts. Your cooperation in this endeavor is appreciated.

Sincerely,



INDIANA
GEOLOGICAL SURVEY

Organization and Project Information

Project ID: 060242
Des. ID: 1600801
Project Title: State Road (SR) 244 – Roadway Rehabilitation Project
Name of Organization: CHA Consulting, Inc.
Requested by: Toni Giffin

Environmental Assessment Report

1. Geological Hazards:

- High liquefaction potential
- 1% Annual Chance Flood Hazard

2. Mineral Resources:

- Bedrock Resource: High Potential
- Sand and Gravel Resource: Low Potential

3. Active or abandoned mineral resources extraction sites:

- Petroleum Exploration Wells
- Abandoned Industrial Minerals Quarries

*All map layers from Indiana Map (maps.indiana.edu)

DISCLAIMER:

This document was compiled by Indiana University, Indiana Geological Survey, using data believed to be accurate; however, a degree of error is inherent in all data. This product is distributed "AS-IS" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use. No attempt has been made in either the design or production of these data and document to define the limits or jurisdiction of any federal, state, or local government. The data used to assemble this document are intended for use only at the published scale of the source data or smaller (see the metadata links below) and are for reference purposes only. They are not to be construed as a legal document or survey instrument. A detailed on-the-ground survey and historical analysis of a single site may differ from these data and this document.

This information was furnished by Indiana Geological Survey

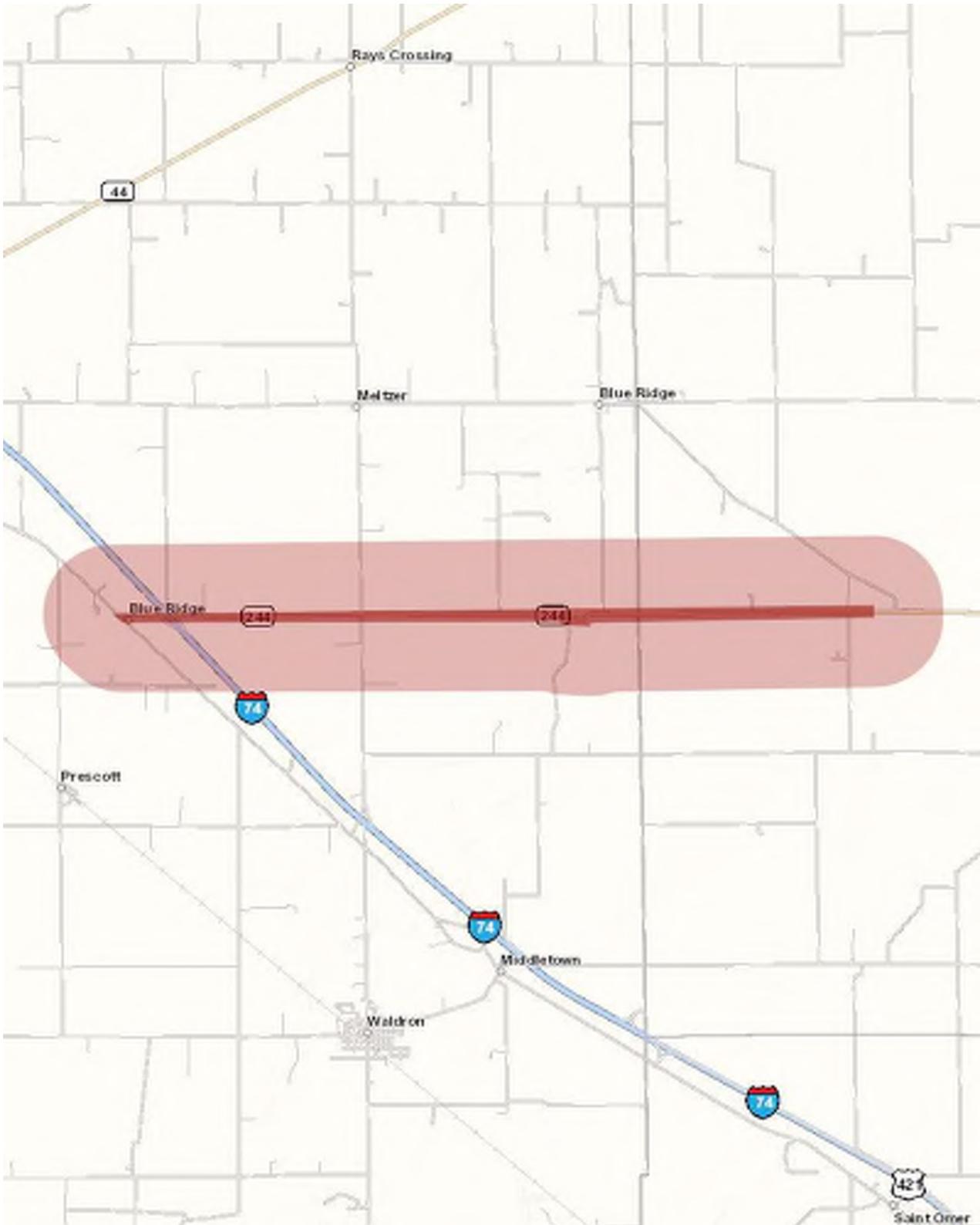
Address: 420 N. Walnut St., Bloomington, IN 47404

Email: IGSEnvir@indiana.edu

Phone: 812 855-7428

Date: May 13, 2021





September 30, 2022

Leigh Montano
CHA Consulting, Inc.
201 N. Illinois Street, Suite 800
Indianapolis, Indiana 46204

Dear Ms. Montano:

The proposes to proceed with a roadway rehabilitation project in Rush and Shelby Counties, Indiana, (Des. No. 1600801) as referred to in your letter received September 27, 2022, this will cause a conversion of prime farmland

The attached packet of information is for your use completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN

JOHN ALLEN
State Soil Scientist

 Digitally signed by JOHN ALLEN
Date: 2022.09.30 13:49:19 -04'00'

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 9/27/22	4. Sheet 1 of _____
1. Name of Project SR 244 Road Rehabilitation Des 1600801		5. Federal Agency Involved FHWA	
2. Type of Project Roadway Rehabilitation		6. County and State SHELBY	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 9/27/22	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 389 ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 254779 % 97	7. Amount of Farmland As Defined in FPPA Acres: 238904 % 90	
8. Name of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 9/30/22	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	15.43
B. Total Acres Statewide And Local Important Farmland	0.00
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.006
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	26

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	84
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	10			
4. Protection Provided By State And Local Government	20	5			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	10			
7. Availability Of Farm Support Services	5	2			
8. On-Farm Investments	20	8			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	70	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	84	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	70	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	154	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: **Leigh Montano** DATE **11/7/22**

NOTE: Complete a form for each segment with more than one Alternate Corridor

**FARMLAND CONVERSION IMPACT RATING
FOR CORRIDOR TYPE PROJECTS**

PART I (To be completed by Federal Agency)		3. Date of Land Evaluation Request 9/27/22	4. Sheet 1 of _____
1. Name of Project SR 244 Road Rehabilitation Des 1600801		5. Federal Agency Involved FHWA	
2. Type of Project Roadway rehabilitation		6. County and State RUSH	
PART II (To be completed by NRCS)		1. Date Request Received by NRCS 9/27/22	2. Person Completing Form JRA
3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>		4. Acres Irrigated Average Farm Size 379 ac	
5. Major Crop(s) Corn	6. Farmable Land in Government Jurisdiction Acres: 255429 % 98	7. Amount of Farmland As Defined in FPPA Acres: 241962 % 93	
8. Name of Land Evaluation System Used LESA	9. Name of Local Site Assessment System	10. Date Land Evaluation Returned by NRCS 9/30/22	

PART III (To be completed by Federal Agency)	Alternative Corridor For Segment			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly				
B. Total Acres To Be Converted Indirectly, Or To Receive Services				
C. Total Acres In Corridor				

PART IV (To be completed by NRCS) Land Evaluation Information	
A. Total Acres Prime And Unique Farmland	7.65
B. Total Acres Statewide And Local Important Farmland	0.00
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	0.003
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	51

PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)	76
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PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))	Maximum Points				
1. Area in Nonurban Use	15	15			
2. Perimeter in Nonurban Use	10	10			
3. Percent Of Corridor Being Farmed	20	20			
4. Protection Provided By State And Local Government	20	10			
5. Size of Present Farm Unit Compared To Average	10	10			
6. Creation Of Nonfarmable Farmland	25	5			
7. Availability Of Farm Support Services	5	2			
8. On-Farm Investments	20	5			
9. Effects Of Conversion On Farm Support Services	25	0			
10. Compatibility With Existing Agricultural Use	10	0			
TOTAL CORRIDOR ASSESSMENT POINTS	160	77	0	0	0

PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)	100	76	0	0	0
Total Corridor Assessment (From Part VI above or a local site assessment)	160	77	0	0	0
TOTAL POINTS (Total of above 2 lines)	260	153	0	0	0

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used? YES <input type="checkbox"/> NO <input type="checkbox"/>
-----------------------	---------------------------------------------------------	-----------------------	------------------------------------------------------------------------------------------------------

5. Reason For Selection:

Signature of Person Completing this Part: **Leigh Montano** DATE **11/7/22**

NOTE: Complete a form for each segment with more than one Alternate Corridor



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

November 23, 2021

Consultation code: 03E12000-2022-I-0319

Event Code: 03E12000-2022-E-01856

Project Name: State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801

Subject: Concurrence verification letter for the 'State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances, Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801

Description

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a roadway rehabilitation project on SR 244 from Michigan Road to west of Deer Creek in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. Specifically, the project extends from the intersection of Michigan Road and SR 244, 0.32 miles west of I-74, for 5.41 miles east to 0.06 mile west of Deer

Creek. The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11-foot travel lanes with 5-foot usable (4 foot paved) shoulders.

Twenty-eight small structures and/or driveway culverts will be removed and replaced within the project area (see Structure Table). Three small structures (Structure Nos. CV 244-073-1.12, CV 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area. It is anticipated that structure No. CV 244-073-1.12 (located approximately 0.77 mile east of I-74) will be extended, it is currently a 4 foot by 4-foot Reinforced Concrete Box with 2-foot cover. Structure No. CV 244-073-1.51 (located approximately 1.16 miles east of I-74), which is a 78-inch by 48-inch Corrugated Metal Pipe (CMP) will be replaced in-kind. Structure No. CV 244-073-3.22 (located approximately 2.87 miles east of I-74), which is a 4 foot by 4-foot Reinforced Concrete Box with 1 foot cover, will be replaced in-kind in a new location. Three bridges, SR 244 over I-74 (Structure No. 244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project. The existing approach guardrail at Conns Creek will be replaced to meet current INDOT standards. No permanent lighting will be installed as a result of the project area; however, temporary lighting may be used during the construction process.

There is no documented existing right-of-way, except at 3 parcel locations from previous projects; therefore, it is assumed the existing right-of-way is at the edge of pavement. Permanent right-of-way will be required for the road widening and a study area has been set which extends up to a width of approximately 140 feet in some locations. It is anticipated that approximately 40 acres of both permanent and temporary right-of-way will be required from an anticipated 64 parcels. Land use in the project area consists of residential and agricultural properties located to the north and south of the project area, and a religious facility is located at the west end of the project area. Suitable summer habitat exists within and adjacent to the project action area. Approximately 2.75 acre of tree removal is required for the proposed project. Tree removal will occur between October and March prior to the construction. A review of the USFWS database on September 11, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

All structures within the project area with proposed work were inspected for signs of bats on September 29, 2020 (see Structure Table). Work will occur in the 2024 construction season, typically March to October.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat^[1]?

[1] See [Indiana bat species profile](#)

Automatically answered

Yes

2. Is the project within the range of the Northern long-eared bat^[1]?

[1] See [Northern long-eared bat species profile](#)

Automatically answered

Yes

3. Which Federal Agency is the lead for the action?

A) *Federal Highway Administration (FHWA)*

4. Are *all* project activities limited to non-construction^[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

[1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces^[1]?

[1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum^[1]?

[1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

No

7. Is the project located **within** a karst area?

No

8. Is there *any* suitable^[1] summer habitat for Indiana Bat or NLEB **within** the project action area^[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the [national consultation FAQs](#).

Yes

9. Will the project remove *any* suitable summer habitat^[1] and/or remove/trim any existing trees **within** suitable summer habitat?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

No

11. Have presence/probable absence (P/A) summer surveys^{[1][2]} been conducted^{[3][4]} **within** the suitable habitat located within your project action area?

[1] See the Service's [summer survey guidance](#) for our current definitions of suitable habitat.

[2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

[3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

[4] Negative presence/probable absence survey results obtained using the [summer survey guidance](#) are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

No

12. Does the project include activities **within documented Indiana bat habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur^[1]?

[1] Coordinate with the local Service Field Office for appropriate dates.

B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**^{[1][2]}?

[1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

[2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

No

20. Are *all* trees that are being removed clearly demarcated?
Yes
21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?
No
22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?
No
23. Does the project include slash pile burning?
No
24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?
Yes
25. Is there *any* suitable habitat^[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)
- [1] See the Service's current [summer survey guidance](#) for our current definitions of suitable habitat.
Yes
26. Has a bridge assessment^[1] been conducted **within** the last 24 months^[2] to determine if the bridge is being used by bats?
- [1] See [User Guide Appendix D](#) for bridge/structure assessment guidance
- [2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.
Yes

SUBMITTED DOCUMENTS

- *IPAC Structure Table.pdf* <https://ecos.fws.gov/ipac/project/3AWL77D65VAJFEFDN4L7UJQWSY/projectDocuments/107328010>

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)^[1]?

[1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

No

30. Will the project involve the use of **temporary** lighting *during* the active season?

Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

Yes

32. Will the project install new or replace existing **permanent** lighting?

No

33. Does the project include percussives or other activities (**not including tree removal/trimming or bridge/structure work**) that will increase noise levels above existing traffic/background levels?

No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

Yes

35. Will the project raise the road profile **above the tree canopy**?

No

36. Are the project activities that are not associated with habitat removal, tree removal/trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

Automatically answered

Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

Automatically answered

Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

Automatically answered

Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**

Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

Yes

41. **Tree Removal AMM 1**

Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal^[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word “trees” as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS’ current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. **Tree Removal AMM 3**

Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. **Tree Removal AMM 4**

Can the project avoid cutting down/removal of *all* (1) **documented**^[1] Indiana bat or NLEB roosts^[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

44. **Lighting AMM 1**

Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

N/A

3. How many acres^[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

[1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

2.75

4. Please describe the proposed bridge work:

Twenty-eight small structure and/or driveway culverts will be removed and replaced within the project area. Structure CV 244-073-1.12 will be extended, Structure CV 244-073-1.51 will be replaced in-kind, and structure CV 244-073-3.22 will be replaced in-kind.

5. Please state the timing of all proposed bridge work:

Construction Season 2024 (typically March to October)

6. Please enter the date of the bridge assessment:

Septemeber 29, 2020

Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or **documented** foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on April 22, 2021. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's [February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects](#). The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.



United States Department of the Interior



FISH AND WILDLIFE SERVICE

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

Phone: (812) 334-4261 Fax: (812) 334-4273

<http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html>

In Reply Refer To:

January 20, 2022

Consultation Code: 03E12000-2022-SLI-0319

Event Code: 03E12000-2022-E-03672

Project Name: State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801

Subject: Updated list of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website <http://ecos.fws.gov/ipac/> at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service’s Region 3 Section 7 Technical Assistance website at - <http://www.fws.gov/midwest/endangered/section7/s7process/index.html>. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act (16 U.S.C. 703 *et seq.*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at <http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html> to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Indiana Ecological Services Field Office

620 South Walker Street

Bloomington, IN 47403-2121

(812) 334-4261

Project Summary

Consultation Code: 03E12000-2022-SLI-0319
Event Code: Some(03E12000-2022-E-03672)
Project Name: State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801
Project Type: TRANSPORTATION
Project Description: The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a roadway rehabilitation project on SR 244 from Michigan Road to west of Deer Creek in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. Specifically, the project extends from the intersection of Michigan Road and SR 244, 0.32 miles west of I-74, for 5.41 miles east to 0.06 mile west of Deer Creek. The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly re-aligned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11-foot travel lanes with 5-foot usable (4 foot paved) shoulders.

Twenty-eight small structures and/or driveway culverts will be removed and replaced within the project area (see Structure Table). Three small structures (Structure Nos. CV 244-073-1.12, CV 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area. It is anticipated that structure No. CV 244-073-1.12 (located approximately 0.77 mile east of I-74) will be extended, it is currently a 4 foot by 4-foot Reinforced Concrete Box with 2-foot cover. Structure No. CV 244-073-1.51 (located approximately 1.16 miles east of I-74), which is a 78-inch by 48-inch Corrugated Metal Pipe (CMP) will be replaced in-kind. Structure No. CV 244-073-3.22 (located approximately 2.87 miles east of I-74), which is a 4 foot by 4-foot Reinforced Concrete Box with 1 foot cover, will be replaced in-kind in a new location. Three bridges, SR 244 over I-74 (Structure No.244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project. The existing approach guardrail at Conns Creek will be replaced to meet current INDOT standards. No permanent lighting will be installed as a result of the project area; however, temporary lighting may be used during the construction process.

There is no documented existing right-of-way, except at 3 parcel locations from previous projects; therefore, it is assumed the existing right-of-way is at the edge of pavement. Permanent right-of-way will be required for

the road widening and a study area has been set which extends up to a width of approximately 140 feet in some locations. It is anticipated that approximately 40 acres of both permanent and temporary right-of-way will be required from an anticipated 64 parcels. Land use in the project area consists of residential and agricultural properties located to the north and south of the project area, and a religious facility is located at the west end of the project area. Suitable summer habitat exists within and adjacent to the project action area. Approximately 2.75 acre of tree removal is required for the proposed project. Tree removal will occur between October and March prior to the construction. A review of the USFWS database on September 11, 2020 did not indicate the presence of endangered bat species in or within 0.5 mile of the project area.

All structures within the project area with proposed work were inspected for signs of bats on September 29, 2020 (see Structure Table). Work will occur in the 2024 construction season, typically March to October.

Project Location:

Approximate location of the project can be viewed in Google Maps: <https://www.google.com/maps/@39.497244,-85.66073656727953,14z>



Counties: Rush and Shelby counties, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

-
1. [NOAA Fisheries](#), also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat <i>Myotis sodalis</i> There is final critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: <ul style="list-style-type: none"> ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly <i>Danaus plexippus</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Knotts, Mackenzie

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Wednesday, November 24, 2021 10:56 AM
To: Knotts, Mackenzie
Subject: [--EXTERNAL--]: Fw: 03E12000-2022-I-0319 State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801

Dear Ms. Knotts,

The monarch was added to IPAC at the beginning of September, 2021, primarily to start alerting folks to the fact that the species occurs in the area. The species is considered a candidate species. As a candidate species, neither section 7 of the Endangered Species Act, nor the implementing regulations for section 7, contain requirements for federal agencies. Our office is working on some general monarch conservation recommendations to share with our partners and other federal and state agencies and hope to have something to provide in the near future. In the meantime, we have no specific recommendations.

The Service will continue to seek new information and evaluate this species as new data become available. The monarch's status will be reviewed each year as part of our annual Candidate Notice of Review, and if a change in status is warranted, we will act at that time. As of now, the Service intends to propose listing the monarch in Fiscal Year 2024, if listing is still warranted at that time. For additional information, check out : <https://www.fws.gov/savethemonarch/FAQ.html#FAQ12>

Please let me know if you have any additional questions.

Sincerely,
Robin

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Indiana FO, FW3 <IndianaFO@fws.gov>
Sent: Wednesday, November 24, 2021 8:08 AM
To: McWilliams, Robin <robin_mcwilliams@fws.gov>
Subject: 03E12000-2022-I-0319 State Road (SR) 244 Roadway Rehabilitation Project - Des. No. 1600801

From: Pruitt, Scott <scott_pruitt@fws.gov>
Sent: Tuesday, November 23, 2021 9:16 PM
To: Indiana FO, FW3 <IndianaFO@fws.gov>
Subject: Fw: [EXTERNAL] INDOT Des No. 1600801, State Road 244 Roadway Rehabilitation Project

Scott Pruitt
Field Supervisor
U.S. Fish & Wildlife Service
Indiana Field Office
620 South Walker
Bloomington, IN 47403
(812) 334-4261 ext. 214
(812) 334-4273 FAX
Scott_Pruitt@fws.gov

From: Knotts, Mackenzie <MKnotts@chacompanies.com>
Sent: Wednesday, November 17, 2021 6:56 PM
To: Pruitt, Scott <scott_pruitt@fws.gov>
Subject: [EXTERNAL] INDOT Des No. 1600801, State Road 244 Roadway Rehabilitation Project

This email has been received from outside of DOI - Use caution before clicking on links, opening attachments, or responding.

Good evening,

I am working on a roadway rehabilitation project; located on SR 244, from the intersection of Michigan Road and SR 244 (0.32 miles west of I-74) in Liberty Township, Shelby County, Indiana for 5.41 miles east to 0.06 mile west of Deer Creek.

The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly realigned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two 11 foot travel lanes with 5 foot usable (4 foot paved) shoulders. Three small structures (Structure Nos. CV 244-073-1.12, 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area.

It is anticipated that structure No. CV 244-073-1.12 (located approximately 0.77 mile east of I-74) will be extended, it is currently a 4 foot by 4 foot Reinforced Concrete Box with 2 foot cover. Structure No. CV 244-073-1.51 (located approximately 1.16 miles east of I-74), which is a 78 inch by 48 inch Corrugated Metal Pipe (CMP) will be replaced in-kind. Structure No. CV 244-073-3.22 (located approximately 2.87 miles east of I-74), which is a 4 foot by 4 foot Reinforced Concrete Box with 1 foot cover, will be replaced in-kind in a new location. Three bridges, SR 244 over I-74 (Structure No. 244-73-04184 C), SR 244 over Conns Creek (Structure No. 244-73-05843 C), and SR 244 over Little Conns Creek (Structure No. 244-70-08039) are within the project area but will not be impacted by the proposed project. The existing approach guardrail at Conns Creek will be replaced to meet current INDOT standards.

The Monarch butterfly came up on the species list, as a candidate, during IPaC. I wanted to reach out on this; I wasn't sure if consultation needed to occur for a species listed as a candidate. I am still waiting on plans to determine exact wetland

impact amounts and determine if the project would qualify for USFWS Interim Policy Programmatic Coordination but thought I would go ahead and reach out to inquire about it since it is listed as a candidate.

Please let me know if you need any additional information from me.

Thank you for your help on this,

Mackenzie Knotts

Scientist III

CHA

Office: (317) 780-7101

mknotts@chacompanies.com

www.chacompanies.com



Responsibly Improving the World We Live In



Appendix D

Section 106 Consultation

Item	Appendix Page
800.11 Documentation	D-1 to D-75
800.11 Consulting Parties Email	D-80 to D-83
800.11 SHPO Response	D-40 to D-41
800.11 Public Involvement	D-42 to D-43



INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue
Room N758-ES
Indianapolis, Indiana 46204

PHONE: (855) 463-6848

Eric Holcomb, Governor
Michael Smith, Commissioner

October 4, 2022

This letter was sent to the listed parties.

RE: Des. No. 1600801

Dual Review Project: SR 244 Road Rehabilitation from 0.06 mile east of I-74 to 5.18 miles east of I-74 at Deer Creek, Shelby and Rush Counties, Indiana

Dear Consulting Party,

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with the SR 244 Road Rehabilitation project Des. No. 1600801 in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly realigned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two, 3.3-m-wide (11.0-ft-wide) travel lanes, with 1.5-m (5.0-ft) usable (1.2-m [4-ft] paved) shoulders. Three small non-historic structures (Structure Nos. CV 244-073-1.12, CV 244-073-1.51, and CV 244-073-3.22) will be replaced within the project area. There are two bridges within the project area, Bridge No. 244-73-04184B and a modern bridge over Conns Creek, Bridge No. 244-73-5843B. The Indiana Historic Bridge Inventory determined that Bridge 244-73-04184B is not eligible for listing the NRHP. In addition to this, 16 small concrete culverts will be replaced throughout the project area.

This letter is part of the Section 106 review process for this project. Section 106 of the National Historic Preservation Act requires federal agencies to take into account the effects of their undertakings on historic and archaeological properties. We are requesting comments from you regarding the possible effects of this project. Please use the above Des. Number and project description in your reply and your comments will be incorporated into the formal environmental study.

A Section 106 early coordination letter was distributed on August 7, 2020. In addition, a letter distributed on February 2, 2022, notified consulting parties that a Historic Property Report and Archaeology Phase 1a Report were available for review and comment.

The proposed undertaking is on SR 244 from Michigan Road to 0.09 kilometers (km) (0.06-miles [mi]) west of Deer Creek in Liberty Township, Shelby County, and Orange Township, Rush County, Indiana. Specifically, the proposed project is within Liberty Township, Shelby County, and Orange Township, Rush County, on the Waldron and Adams Indiana United States Geological Survey (USGS) topographic quadrangles in Sections 12 and 13, Township 12N, Range 7E and Sections 7, 8, 9, 10, 11, 14, 15, 16, 17, and 18 Township 12N, Range 8E.

The project is needed because of poor sight-distance at various intersections, substandard curves, absence of shoulders, narrow width of existing pavement, and improper roadway drainage. The primary purpose of the project is to provide an improved roadway that meets future traffic capacity, affords accommodations for moving agricultural machinery, and addresses repeated maintenance concerns along the corridor. The right-of-way (ROW) along SR 244

could not be determined and is currently assumed to extend no further than the edge of the road's pavement. Permanent and temporary ROW will be required to construct the project, though exact amounts are unknown at this time. The proposed construction limits include 16.9 hectares (ha) (41.8 acres [ac]).

CHA Engineering is under contract to advance the environmental documentation for the referenced project. Gray & Pape Heritage Management has been subcontracted to complete the Section 106 documentation for the project.

In accordance with 36 CFR 800.2 (c), you were invited to become a consulting party as part of the Section 106 process, or you are hereby invited to become a consulting party as part of the Section 106 process. Entities that have previously accepted consulting party status--as well as additional entities that are currently being invited to become consulting parties--are identified in the attached list.

The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, to assess the undertaking's effects and to seek ways to avoid, minimize, or mitigate any adverse effects on historic properties. For more information regarding the protection of historic resources, please see the Advisory Council on Historic Preservation's guide: *Protecting Historic Properties: A Citizen's Guide to Section 106 Review* available online at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.

Please note that, per the permanent rule issued by the Indiana Department of Natural Resources effective August 14, 2013 (312 IAC 20-4-11.5), INDOT is requesting that this project be subjected to "dual review"; that is, reviewed by the Division of Historic Preservation and Archaeology simultaneously under 54 U.S.C. 306108 (Section 106) and IC 14-21-1-18 (Indiana Preservation and Archaeology Law dealing with alterations of historic sites and structures requiring a Certificate of Approval). Pursuant to Section 11.5(f) of this rule, at the conclusion of the review process we anticipate that the Division Director would issue a letter of clearance exempting this project from obtaining a Certificate of Approval under IC 14-21-1-18. Enclosed with this letter is a detailed list of the consulting parties with contact information, including email addresses, for processing the dual review submission.

The Area of Potential Effects (APE) is the area in which the proposed project may cause alterations in the character or use of historic resources. The APE contains one (1) resource, Liberty Township District Number 2 School, NR-1034 (IHSSI #145-657-35019; 6014 East SR 244) listed in the National Register of Historic Places (NRHP).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for potential eligibility for the NRHP. As a result of the historic property identification and evaluation efforts, two (2) additional above-ground resources, the Mahan Farmstead (IHSSI 139-003-50022), and the Saint Vincent DePaul Historic District are recommended as eligible for listing in the NRHP. The Saint Vincent DePaul Historic District includes six contributing resources (Saint Vincent's Catholic Church [IHSSI 145-657-35013] Saint Vincent's Catholic Church Cemetery [IHSSI 145-657-35013], Saint Vincent DePaul Statue [IHSSI 010-657-00411], Saint Vincent's Catholic School [IHSSI 145-657-35014], Saint Vincent's Rectory [IHSSI 145-657-35012], and Bauer Number 574 – Saint Vincent's Hall [IHSSI 145-657-350110]), and four non-contributing resources (shed, Fellowship Hall, 4080 E Michigan Road, and a basketball court).

This undertaking will convert property from the Mahan Farmstead (IHSSI 139-003-50022), a Section 4(f) historic property, to a transportation use. Measuring from the centerline of SR 244, approximately 50-feet of new permanent right-of-way will be acquired from northern edge of the property for the purpose of widening the roadway and grading a proper drainage ditch that ties into the existing conditions to allow water to flow to the existing outfall. Permanent right-of-way is required for the continued maintenance of the drainage structures. The driveway entrance connection will be reconstructed to conform to the proposed shoulder slope and roadway. The existing cross culvert under SR 244, near the driveway of the property, is being replaced with a precast concrete box that outfalls to this property. A non-INDOT stone survey marker will be removed and provided back to the landowners, per a project commitment. The tree adjacent to the stone marker fell during a storm in May of 2022. No other trees will be impacted as part of this project. INDOT, acting on FHWA's behalf, has determined the appropriate Section 106

finding is "No Adverse Effect"; therefore, FHWA hereby intends to issue a "de minimis" finding for the Mahan Farmstead (IHSSI 139-003-50022), pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.

With regard to archaeological resources, an archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified or reidentified fourteen (14) sites within the project area. As a result of these efforts, sites 12RU208, 12SH337, 12RU803-12RU805 and 12SH719-12SH727 were recommended as not eligible for listing in the NRHP and no further work is recommended.

The Finding Document of "No Adverse Effect" is available for review in IN SCOPE at <http://erms.indot.in.gov/Section106Documents/> (the Des. No. is the most efficient search term, once in IN SCOPE). You are invited to review these documents and to respond with comments on any historic resource impacts incurred as a result of this project so that an environmental report can be completed. We also welcome your related opinions and other input to be considered in the preparation of the environmental document. If you prefer a hard-copy of this material, please respond to this email with your request as soon as you can.

Please review the information and comment within thirty (30) calendar days of receipt. If you indicate that you do not desire to be a consulting party or if you have not previously accepted consulting party status and you do not respond to this letter, you will not be included on the list of consulting parties for this project and will not receive further information about the project unless the design changes.

For questions concerning specific project details, you may contact Jeff Laswell of Gray & Pape at 317.442.9582 or jlswell@graypape.com. All future responses regarding the proposed project should be forwarded to Gray & Pape at the following address:

Jeff Laswell
Gray & Pape Heritage Management
5807 North Post Road
Indianapolis, IN, 46216

Tribal Contacts please respond to INDOT's Acting Tribal Liaison, Matt Coon at mcoon@indot.in.gov (317-697-9752) with any responses pertaining to this project including to provide INDOT/Indiana FHWA additional information about Tribal resources/concerns and questions/comments regarding cultural resources. The FHWA point of contact is Kari Carmany-George at K.CarmanyGeorge@dot.gov (317-226-5629).

Sincerely,



Matthew S. Coon, Acting Manager
Cultural Resources Office
Environmental Services

Distribution List:

Indiana State Historic Preservation Office (SHPO)
Saint Vincent's Catholic Church (Roman Catholic Archdiocese of Indianapolis Properties Inc.), Shelby County
Kris Meltzer & Karen Meltzer-Armstrong, Shelby County
Lawrence & Joan Rennekamp, Rush County

Miami Tribe of Oklahoma
Shawnee Tribe
Eastern Shawnee Tribe of Oklahoma
Peoria Tribe of Indians of Oklahoma

**FEDERAL HIGHWAY ADMINISTRATION'S
SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties) AND
SECTION 106 FINDINGS AND DETERMINATIONS**

**AREA OF POTENTIAL EFFECT
ELIGIBILITY DETERMINATIONS
EFFECT FINDING**

**SR 244 Road Rehabilitation from 0.06 mile east of I-74 to 5.18 miles east of I-74 at Deer
Creek, Shelby and Rush Counties, Indiana
DES. NO.: 1600801**

**AREA OF POTENTIAL EFFECTS
(Pursuant to 36 CFR Section 800.4(a)(1))**

An Area of Potential Effects (APE) is defined as the “geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE is influenced by the scale and nature of an undertaking...” (36 CFR 800.9 [a]). The APE is situated in a flat, rural setting, with a combination of agricultural and residential resources sporadically dotting the roadway. The APE is a 106.68-m (350.00-ft) radius from the centerline of SR 244 and is occasionally bisected by small, rural county roads that run perpendicular to SR 244. This distance was chosen to ensure all buildings 50 years and older that are visible to the project area were included in this report. The archaeology APE is defined by the 23.87 ha (58.99 ac) of proposed right of way or the project area, which was archaeologically investigated. A map of the APE is provided in APPENDIX A of the Indiana Department of Transportation (INDOT) 800.11 documentation below.

**ELIGIBILITY DETERMINATIONS
(Pursuant to 36 CFR 800.4(c)(2))**

One National Register of Historic Places (NRHP) listed building was identified within the APE, the Liberty Township District Number 2 School (NR-1034), listed on September 4, 1992. The school was listed in the NRHP for its significance in history (Criterion A) and architecture (Criterion C). The school is eligible under Criterion A as a significant development in Indiana’s early public education system. The school is eligible under Criterion C for its Italianate architectural detailing and style. The period of significance is 1875-ca. 1919.

The Saint Vincent DePaul Historic District, which includes six contributing resources (Saint Vincent’s Catholic Church [IHSSI 145-657-35013], Saint Vincent’s Catholic Church Cemetery [IHSSI 145-657-35013], Saint Vincent DePaul Statue [IHSSI 010-657-00411], Saint Vincent’s Catholic School [IHSSI 145-657-35014], Saint Vincent’s Rectory [IHSSI 145-657-35012], and Bauer Number 574 – Saint Vincent’s Hall [IHSSI 145-657-35011]), and four non-contributing resources (shed, Fellowship Hall, 4080 E Michigan Road, and a basketball court), is eligible under Criterion A for its regional significance as one of the largest rural historic church complexes in Shelby County as well as being associated with the Young Men’s Institute, Bauer Number 574 – Saint Vincent’s Hall. Moreover, the Saint Vincent DePaul Historic District is also eligible under Criterion C for its architectural significance, displaying a myriad of architectural styles, many of which are rare in rural Shelby County. Since the Saint Vincent DePaul Historic District is mostly

owned by a religious institution, has been used primarily for religious purposes, and contains a cemetery, it must meet one of the Criteria Considerations to be eligible for listing. The Saint Vincent DePaul Historic District meets Criteria Consideration A as it derives its significance both from its regional historical significance and its architectural distinction. As such, the district is eligible for listing under Criteria A and C. The historic district has a date range of ca. 1850-1924.

The Mahan Farmstead (IHSSI 139-003-50022) is a farmstead and is recommended as eligible under Criterion A for its potential historic significance in local rural farming practices, and under Criterion C for its significance as a rural Italianate styled I-House. The house was constructed ca. 1865.

EFFECT FINDING

Liberty Township District Number 2 School (NR-1034): *“No Adverse Effect”*

The Saint Vincent DePaul Historic District: *“No Adverse Effect”*

Mahan Farmstead (IHSSI 139-003-50022): *“No Adverse Effect”*

INDOT, acting on FHWA's behalf, has determined a "No Adverse Effect" finding is appropriate for this undertaking.

INDOT respectfully requests the Indiana State Historic Preservation Officer provide written concurrence with the Section 106 determination of effect.

SECTION 4(F) COMPLIANCE REQUIREMENTS (for historic properties)

Liberty Township District School Number 2 (NR 1034) - This undertaking will not convert property from Liberty Township District School Number 2 (NR 1034), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Liberty Township District School Number 2 (NR 1034).

Saint Vincent DePaul Historic District - This undertaking will not convert property from Saint Vincent DePaul Historic District, a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, no Section 4(f) evaluation is required for Saint Vincent's Catholic Church (IHSSI 145-657-35013).

The Mahan Farmstead (IHSSI 139-003-50022) - This undertaking will convert property from the Mahan Farmstead (IHSSI 139-003-50022), a Section 4(f) historic property, to a transportation use; INDOT, acting on FHWA's behalf, has determined the appropriate Section 106 finding is "No Adverse Effect"; therefore, FHWA hereby intends to issue a “de minimis” finding for the Mahan Farmstead (IHSSI 139-003-50022), pursuant to SAFETEA-LU, thereby satisfying FHWA's responsibilities under Section 4(f) for this historic property.



Matthew S. Coon, for FHWA
Acting Manager
INDOT Cultural Resources

October 3, 2022

Approved Date

**FEDERAL HIGHWAY ADMINISTRATION
DOCUMENTATION OF SECTION 106 FINDING OF NO ADVERSE EFFECT
SUBMITTED TO THE STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR Section 800.5(c)
SR 244 Road Rehabilitation from 0.06 mile east of I-74 to 5.18 miles east of I-74 at Deer
Creek, Shelby and Rush Counties, Indiana
DES. NO: 1600801**

1. DESCRIPTION OF THE UNDERTAKING

The Indiana Department of Transportation (INDOT), with funding from the Federal Highway Administration (FHWA), proposes to proceed with a rehabilitation to SR 244 Des. No. 1600801 in Shelby and Rush Counties, Indiana. The proposed undertaking is located on SR 244, from Michigan Road to 0.09 kilometers (0.06-miles) west of Deer Creek in Orange Township Rush County, Indiana. Specifically, it is located within Sections 12 and 13, Township North, Range 7 East, and Sections 7, 8, 9, 10, 11, 14, 15, 16, 17, and 18, Township 12 North, Range 8 East as shown on the 7.5-minute Waldron and Adams, United States Geological Survey (USGS) quadrangle map.

Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of their undertakings on historic and archaeological properties. The federal involvement is funding from the FHWA. The Section 106 process involves efforts to identify historic properties potentially affected by the undertaking, assess its effects, and seek ways to avoid, minimize, or mitigate any adverse effects on historic properties.

Currently, SR 244 is functionally classified as a Rural Major Collector within the project area. SR 244 consists of two 11-foot travel lanes in each direction. The shoulders are two feet wide from the east I-74 interchange ramps to the west I-74 interchange ramps. There are no existing shoulders throughout the rest of the project area. There are minor transverse and longitudinal cracking along SR 244. The pavement is starting to develop moderately severe edge cracks. The existing pavement is narrow with no shoulders and ditches are shallow or nonexistent along most of the project area. Existing ditches are directly adjacent to the white line causing a potential safety hazard to motorists. The underlying pavement is exhibiting signs of stripping consisting of loss of bond between aggregates and asphalt binder. Land use in the project area consists of residential and agricultural properties located to the north and south of the project area.

The primary purpose of the proposed project is to provide an improved roadway that meets future traffic capacity, affords accommodations for moving agricultural machinery, and addresses repeated maintenance concerns along the corridor. The need of the project is due to poor sight distance at some intersections, substandard curves, absence of shoulders, narrow width of existing pavement, and roadway damage. Three small non-historic structures (Structure Nos. CV 244-073-1.12 [constructed 2020], CV 244-073-1.51 [constructed 2008], and CV 244-073-3.22 [constructed 2001]) will be replaced within the project area. There are two bridges within the project area, Bridge No. 244-73-04184B and a modern bridge over Conns Creek which is too new to have been previously evaluated. The Indiana Historic Bridge Inventory determined that Bridge 244-73-04184B is not eligible for listing the National Register of Historic Places (NRHP). In addition to this, 16 small concrete culverts will be replaced throughout the project area.

The proposed project will involve a Hot Mix Asphalt (HMA) overlay from Michigan Road to just east of I-74. The existing pavement for the remainder of the project area will be milled and resurfaced in some locations with full depth replacement in other locations. New pavement will be installed for new shoulders and the roadway will be slightly realigned in some areas to avoid potential historic resources. The rehabilitated roadway will provide two, 3.3-m-wide (11.0-ft-wide) travel lanes, with 1.5-m (5.0-ft) usable (1.2-m [4-ft] paved) shoulders. The above-ground Area of Potential Effects (APE) is a 106.68-m (350.00-ft) radius from the centerline of SR 244 and is occasionally bisected by small, rural county roads that run perpendicular to SR 244 (Appendix A). The archaeological APE included a survey area extending from Michigan Road to 0.09 kilometers (0.06-miles) west of Deer Creek.

The total archaeological survey area was 23.87 ha (58.99 ac), large enough to account for the uncertain right-of-way (ROW) requirements. The archaeological investigation was divided into 40 survey areas, based on natural field divisions, areas of differing survey strategy, and natural division points, such as stream drainages, and was adjacent to SR 244 (Appendix A).

Additional permanent and temporary ROW will be required to construct the project, though exact amounts are unknown at this time.

2. EFFORTS TO IDENTIFY HISTORIC PROPERTIES

Early coordination was initiated on August 3, 2020. The Early Coordination Letter was uploaded to the Indiana Section 106 Consultation and Outreach Portal Enterprise (IN SCOPE), <http://erms.indot.in.gov/Section106Documents/> on August 3, 2020, and released for viewing online the same day. The early coordination email was also sent to consulting parties on August 3, 2020. The email asked consulting parties to review the early coordination letter via IN SCOPE. On August 27, 2020, a hard copy of the Early Coordination Letter was sent to all property owners of Notable and Outstanding rated homes listed on the Indiana Historic Sites and Structures Inventory who did not have access to IN SCOPE. Consulting parties who received the August 27, 2020, Early Coordination Letter included the Shelby County Public Library, Kris Meltzer at 6014 E SR 244 (Liberty Township District Number 2 School; NR-1034), Lawrence & Joan Rennekamp at 9617 W SR 244 (Mahan Farmstead; IHSSI 139-003-50022), and Robert & Jacqueline Hurst at 9289 W SR 244 (Huffman House; IHSSI 139-003-50023). Responses to the Early Coordination Letter can be found in Appendix D.

- State Historic Preservation Officer (August 3),
- Indiana Landmarks, Eastern Regional Office (August 3),
- Indiana Landmarks, Central Regional Office (August 3),
- Indianapolis Metropolitan Planning Organization (August 3),
- Shelby County Council (August 3),
- Shelby County Commissioners (August 3),
- Shelby County Highway Department (August 3),
- Shelby County Historical Society (August 3),
- Shelby County Public Library (August 27),
- Kris Meltzer, Shelby County, Liberty Township District Number 2 School (August 27),
- Rush County Commissioners (August 3),
- Rush County Council (August 3),
- Rush County Genealogical Society (August 3),
- Rush County Heritage, Inc (August 3),
- Rush County Highway Department (August 3),
- Rush County Historian (August 3),
- Rush County Historical Society (August 3),
- Lawrence & Joan Rennekamp, Rush County, Mahan Farmstead (August 27),
- Robert & Jacqueline Hurst, Rush County, Huffman House (August 27),
- Delaware Tribe of Indians, Oklahoma (August 3),
- Eastern Shawnee Tribe of Oklahoma (August 3),
- Miami Tribe of Oklahoma (August 3),
- Peoria Tribe of Indians of Oklahoma (August 3),
- Pokagon Band of Potawatomi Indians (August 3),
- Shawnee Tribe (August 3).

The Indianapolis Metropolitan Planning Organization responded on August 3, 2020, indicating that the “project was now within the Indianapolis’ MPO’s Planning Area and did not need to be sent to our organization” (Appendix D, D-4).

The Indiana State Historic Preservation Office (SHPO) confirmed status as a consulting party on August 17, 2020. The SHPO recommended adding landowners and the Shelby County Public Library to the consulting parties list (Appendix D, D-5).

On August 25, 2020, the Eastern Shawnee Cultural Preservation Department confirmed their acceptance as a consulting party, stating that people occupied these areas historically and prehistorically; however, the project poses no adverse effect to their knowledge (Appendix D, D-6).

In an e-mail dated September 1, 2020, the Shawnee Tribal Historic Preservation Department responded agreeing to be a consulting party (Appendix D, D-8).

On September 2, 2020, Donna Smith, on behalf of her parents Lawrence and Joan Rennekamp (Mahan Farmstead/9289 West SR 244 Waldron, IN 46182), spoke to Jeff Laswell of Gray & Pape, regarding the Early Consultation Letter sent to landowners of Notable and Outstanding rated homes. Ms. Smith stated that her parents would like to become a consulting party of the project (Appendix D, D-9).

On September 2, 2020, the Miami Tribe of Oklahoma confirmed their acceptance as a consulting party, stating that they had no objection to the above referenced project at this time (Appendix D, D-10)

No additional responses were received regarding the Early Coordination Letter, dated August 3, 2020, and August 27, 2020.

The literature review included a check of the Indiana State Historic Architectural and Archaeological Research Database (SHAARD) of the Division of Historic Preservation and Archaeology (DHPA). SHAARD is a searchable Geographic Information System (GIS)-based clearinghouse for cultural resource data maintained in several inventories. The database includes previously surveyed above-ground resources, including data from the Indiana Historic Sites and Structures Inventory (IHSSI), the National Register of Historic Places (NRHP) inventory, the INDOT Historic Bridge Inventory, and the Indiana Cemetery and Burial Ground Registry. The history/architecture investigations consisted of a survey of all resources within the APE that will be over 50 years old at the time of construction letting, September 13, 2023 (Appendix A-2 through A-23).

Nine resources previously listed on the IHSSI are found within the project APE. The nine resources include two buildings (Saint Vincent's Catholic Church [IHSSI 145-657-35013] and the Mahan Farmstead [IHSSI 139-003-50022]) rated Outstanding, four buildings (Saint Vincent's Catholic School [IHSSI 145-657-35014], Saint Vincent's Rectory [IHSSI 145-657-35012], Liberty Township District Number 2 School [IHSSI 145-657-35019], and the Huffman House [IHSSI 139-003-50023]) are rated as Notable, and the three remaining resources (Bauer Number 574 – Saint Vincent's Hall [IHSSI 145-657-35011], Trackwell Cemetery [IHSSI 145-657-35021], and the Redenbaugh Farmstead [IHSSI]) are rated as Contributing. The Liberty Township District Number 2 School is listed in the NRHP (NR-1034).

A historian who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated above-ground resources within the APE for their potential eligibility in the NRHP. Prior to fieldwork, Gray & Pape completed an evaluation of the State Historic Architectural and Archaeological Research Database (SHAARD) and the NRHP database for previously surveyed and listed resources. Shelby and Rush counties assessor's offices were used as well to identify all architectural resources within the APE. Once all historic resources were identified, fieldwork was conducted on August 10 and 11, 2020, to assess and photograph all historic resources within the APE that will be 50 years old by construction letting in 2023. A full historic property report (HPR) was prepared to display the findings of the survey which identified 31 historic resources. Of those 31 historic resources, the Liberty Township District Number 2 School is listed in the NRHP, and the Saint Vincent Catholic Church, Saint Vincent Catholic School, and 6739 E SR 244 were recommended eligible for listing in the NRHP.

The HPR and Phase 1a Archaeology report (Tribes only) were submitted to consulting parties on February 3, 2022. No additional consulting parties were added at this time.

An email-based conversation starting February 8, 2022, was had between Donna Smith on behalf of her parents Lawrence and Joan Rennekamp (9289 West SR 244 Waldron, IN 46182), and Jeff Laswell of Gray & Pape. Ms. Smith's original email was a question asking why the Mahan Farmstead was not recommended as eligible for listing in the NRHP and asked if adding the missing materials, would it be considered eligible. Mr. Laswell explained that it would not make a difference regarding this report; however, replacing the missing details could be useful if they wanted to go through the process of listing the property on the NRHP. The last communication in this chain was had on February 16, 2022 (Appendix D, D-15 and D-16).

In a letter dated March 4, 2022, the SHPO agreed with the defined APE, the listed Liberty Township District Number 2 School, and that "the House at 4614 East SR 244, the House at 6881 East SR 244, and the Huffman House at 9289 West SR 244 (IHSSI #139-003-50023) are not eligible for inclusion in the NRHP." The SHPO disagreed with three findings of the HPR. The first disagreement was about the individual eligibility calls for the Saint Vincent's Catholic Church and School, stating that the property should be evaluated as one and include the Saint Vincent Catholic Church, School Cemetery, Rectory, and Young Men's Institute building. The SHPO also stated that 6739 E SR 244 is not eligible for listing in the NRHP. In their third comment, the SHPO commented that the Mahan Farmstead is eligible for listing in the NRHP under Criteria A and C (Appendix D, D-18).

INDOT agreed to defer to the SHPO's comments for the HPR.

The results of the above-ground survey determined that the Liberty Township District Number 2 School retained sufficient significance and integrity for its current listing on the NRHP. The Saint Vincent DePaul Historic District was determined as eligible for listing in the NRHP. The district includes six contributing resources, the Saint Vincent's Catholic Church (IHSSI 145-657-35013; 4218 E Michigan Road), the Saint Vincent's Catholic Church Cemetery (IHSSI 145-657-35013; 4218 E Michigan Road), The Saint Vincent DePaul Statue (IHSSI 010-657-00411; 4218 E Michigan Road), Saint Vincent's Catholic School (IHSSI 145-657-35014; 4218 East Michigan Road), Saint Vincent's Rectory (IHSSI 145-657-35012; 4218 E Michigan Road), and Bauer Number 574 – Saint Vincent's Hall (IHSSI 145-657-35011; 4072 E Michigan Road). In addition, there are four non-contributing resources. The Mahan Farmstead (IHSSI 139-003-50022) was determined eligible for listing in the NRHP.

No additional responses were received from consulting parties about the HPR.

An archaeologist who meets the Secretary of the Interior's Professional Qualification Standards identified and evaluated archaeological resources within the APE for their potential eligibility in the NRHP. An archaeological survey was conducted along with the HPR. The archaeological report was divided into 40 survey areas. Five previously recorded archaeological sites were either within, or adjacent to, the survey limits (12RU208, 12RU209, 12RU233, 12SH337, and 12SH345). Two of the previously recorded sites (12RU208 and 12SH337) were reidentified, the remaining three were not (12RU209, 12RU233, and 12SH345). Twelve newly documented archaeological sites were identified, including 12RU803–12RU805 and 12SH719–12SH727. Sites 12RU208, 12RU805, 12SH723, 12SH725, 12SH726, and 12SH727 are prehistoric sites. Sites 12RU804, 12SH337, 12SH719, and 12SH721 are historical archaeological sites. Sites 12RU803, 12SH720, 12SH722, and 12SH724 are multicomponent sites, with both prehistoric and historical archaeological occupations. An above-ground historic component of site 12SH337, consisting of Liberty Township District 2 School, is listed on the NRHP (NR 1034); however, the archaeological component of this site within the survey limits is not eligible. No further archaeological investigation is recommended.

On February 7, 2022, the Eastern Shawnee Cultural Preservation Department responded to the email sent by INDOT on February 2, 2022. The Eastern Shawnee Cultural Preservation Department stated in their letter that "upon research of our database(s) and files, we find our people occupied these areas historically

and/or prehistorically. However, the project proposes No Adverse Effect or endangerment to known sites of interest to the Eastern Shawnee Tribe” (Appendix D, D-14).

A letter dated February 17, 2022, from the Peoria Tribe of Indians of Oklahoma was a response to the Archaeology Phase 1a and the HPR. The letter states that “the Peoria Tribe of Indians of Oklahoma is unaware of a direct link to the newly proposed project location. The Peoria Tribe of Indians of Oklahoma is also unaware of items covered under Native American Graves Protection and Repatriation Act (NAGPRA) to be associated with the proposed project site, including funerary or sacred objects; objects of cultural patrimony; or ancestral human remains. The Peoria Tribe has no objection at this time to the proposed project” (Appendix D, D-17).

In a letter dated March 4, 2022, the SHPO concurred with the Phase 1a Archaeology Report and findings (Appendix D, D-18).

No additional responses for the Phase 1a Archaeology Report were received.

Maps of the project area and photographs of eligible and listed historic resources can be found in Appendix A. Abstracts for both the HPR and Phase 1a Archaeology Reports can be found in Appendix B. Appendix C lists all consulting parties and contact information, when made available and accessible. Appendix D contains all letters from consulting parties about the proposed project discussed here.

3. DESCRIBE AFFECTED HISTORIC PROPERTIES

The Liberty Township District School Number 2 (IHSSI 145-657-35019, NR-1034) is a one-story Italianate schoolhouse constructed in 1875 and was listed in the NRHP on July 17, 1992. The Liberty Township District School Number 2 is listed under Criterion A for its historic significance in association to early public education in Shelby County, Indiana, and under Criterion C for its architectural significance as a well preserved and excellent example of an Italianate style building constructed and used within a rural setting. The building is constructed with a stone foundation, brick laid in a common bond, and a gable front roof clad in standing seam metal. The building has four-over-four single hung wood windows with stone sills and segmented arches, an elaborated cornice with brackets, and two wood panel doors on the building’s south (main) façade.

Saint Vincent DePaul Historic District is a grouping of six eligible historic resources and includes Saint Vincent’s Catholic Church (IHSSI 145-657-35013), Saint Vincent’s Catholic Cemetery (IHSSI 145-657-35013), the Saint Vincent de Paul Sculpture (IHSSI 010-657-00411), Saint Vincent’s Catholic School (IHSSI 145-657-35014), Saint Vincent’s Rectory (IHSSI 145-657-35012), and Young Men’s Institute, Bauer Number 574 – Saint Vincent’s Hall (IHSSI 145-657-35011). The Saint Vincent DePaul Historic District is eligible under Criterion C and qualifies under Criterion Consideration A for its significant array of architectural styles, including Gothic Revival, Greek Revival I-House, and Neo-Renaissance. The Saint Vincent DePaul Historic District is eligible under Criterion A as one of the largest rural historic church complexes in Shelby County as well as being associated to the Young Men’s Institute, Bauer Number 574 – Saint Vincent’s Hall. For the purposes of this Section 106 undertaking, the Saint Vincent DePaul Historic District is eligible under Criterion A as one of the largest rural historic church complexes in Shelby County, as well as being associated with the Young Men’s Institute, Bauer Number 574--Saint Vincent’s Hall. The contributing buildings in the historic district range in construction date from ca. 1850 through 1924.

The Mahan Farmstead (IHSSI 139-003-50022) located at 9617 West SR 244 in Rush County, is a two-story I-House, with Italianate detailing, constructed ca. 1865. The north-facing resource is approximately 18.6-m (61.1-ft) south of the project area. The building sits on a large grassy field, with trees scattered around the property. The building features a hip roof clad in asphalt shingles, with two interior brick chimneys on the northern slope of the roof with an extended eave and a two-story hip projection on the north façade. This hip projection on the north façade is a two-story porch, with a concrete pad on the first story and wood decking on the second story, supported by wood posts with a decorative balustrade on the second story and laced wood spaces on the cornice of the porch’s first and second stories. The building

has a one-story, gable front addition on the south façade. The building is eligible under Criterion A for its agricultural historic significance as an historic farmstead. The Mahan Farmstead is also eligible under Criterion C for its architectural significance as an Italianate style I-House.

4. DESCRIBE THE UNDERTAKING'S EFFECTS ON HISTORIC PROPERTIES

The Liberty Township District School Number 2 (IHSSI 145-657-35019, NR-1034): No ROW will be acquired from NR-1034. As planned, the project will avoid the site of NR-1034 by widening the road to the south by approximately 9.14-m (30-ft). The Liberty Township District School Number 2 is approximately 7.88-m (25.87-ft) north of the roadway and will remain that distance after the project is completed. The viewshed from the front of the building towards SR 244 will change as a result of the pavement widening. Some trees may be removed from surrounding properties. No other work is planned to take place around the Liberty Township District School Number 2.

Saint Vincent DePaul Historic District: No ROW will be acquired from the historic district. The project area includes a section of the eligible historic district where the historic property boundary crosses over SR 244. The buildings and resources closest to the project area are the cemetery (directly adjacent to the project area), the fellowship hall (9.88-m [32.4-ft] south of the project area), and 4080 E Michigan Road (15.7-m [51.6-ft] north of the project area). The road in and around the Saint Vincent DePaul Historic District will be resurfaced only. The road will not be widened from the I-74 bridge to the SR 244 and E Michigan intersection, approximately 0.67-km (0.42-mi). No other work will take place around the Saint Vincent DePaul Historic District.

The Mahan Farmstead (IHSSI 139-003-50022): Measuring from the current SR 244 southern edge of pavement, approximately 12.2-m (40-ft) (0.26-ac) of new permanent ROW will be acquired from northern edge of the property for the purpose of grading a proper drainage ditch (extending between 3.6 to 6.1-m [12 to 20-ft] from edge of pavement) that ties into the existing conditions, in order to allow water to flow to the existing outfall (Appendix A, A-70). Along with the drainage ditch, new 1.2-m (4-ft) wide paved shoulders will be part of the newly constructed 3.3-m-wide (11-ft-wide) road surface. The 12.2m (40-ft) permanent ROW is required to allow for the continued maintenance of the drainage structures (Appendix E, pages 32-33). The driveway entrance connection will be reconstructed to conform to the proposed shoulder slope and roadway. The existing cross culvert under SR 244 is being replaced, near the east side of the property's driveway, with a precast concrete box that outfalls to this property. This will be replaced in-kind with no visual changes. A non-INDOT stone survey marker will be removed and provided back to the landowners, per a project commitment. The tree adjacent to the stone marker fell during a storm in May of 2022. No other trees will be impacted as part of this project. From the SR 244 center line, proposed ROW will extend between 12.2-m (40-ft) and 15.2-m (50-ft) (Appendix E, page 58) along the edge of the property. The viewshed from the front of the building towards SR 244 will slightly change as a result of the pavement widening (with shoulder), driveway entrance reconstruction, and ditch construction along the northern edge of the property. On average, both the roadway and ditching will shift 6-m (20-ft) to the south toward the house. That said, the viewshed change will be minimal with no new elements introduced. The roadway will remain a 2-lane corridor and the ditching will be graded to no greater than 30-cm (12-in) in depth than the current ground surface (see Appendix E, pages 32-33, profiles). The driveway entrance will include approximately 7-m (23-ft) of paved turning radii (east and west sides of the drive entrance) at the widest points, extending 10.7-m (35-ft) south (from edge of SR 244) along the current driveway alignment (Appendix E, page 33). Some trees may be removed from surrounding properties. No other work is planned to take place around the Mahan Farmstead (IHSSI 139-003-50022).

5. EXPLAIN APPLICATION OF CRITERIA OF ADVERSE EFFECT -- INCLUDE CONDITIONS OR FUTURE ACTIONS TO AVOID, MINIMIZE OR MITIGATE ADVERSE EFFECTS

As described in 36 CFR 800.5(a)(1), the criteria of adverse effect have been applied to this undertaking. An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify that property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling or association.

Per 36 CFR 800.5 (a) (2), examples of adverse effects may include, but are not limited to the following:

- (i) Physical destruction of or damage to all or part of the property;
- (ii) Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization hazardous material remediation and provision of handicapped access, that is not consistent with the Secretary's Standards for the Treatment of Historic Properties (36 CFR Part 68) and applicable guidelines;
- (iii) Removal of the property from its historic location;
- (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- (v) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features;
- (vi) Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization; and
- (vii) Transfer, lease, or sale of property out of Federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance.

Application of the criteria of adverse effect defined in 36 CFR § 800.5(a), finds the proposed project's potential effects are not likely to be described in 36 CFR § 800.5(a)(2) (iii), (vi), or (vii). The application of adverse effect, focusing on 36 CFR § 800.5(a)(2)(i) (ii), (iv), and (v) follows:

Liberty Township District Number 2 School (NR-1034; 6014 E SR 244)

Per 36 CFR § 800.5(a)(i), no part of this property will be damaged by the project.

Per 36 CFR § 800.5(a)(ii), the property will not be altered by the project.

Per 36 CFR § 800.5(a)(iv), the property's use will not change. Trees from surrounding properties may be removed and replaced, but the overall rural, agricultural setting will not be significantly diminished.

Per 36 CFR § 800.5(a)(v), the project will introduce additional pavement in front of the property, however, the additional width will be added on the south side of SR 244 and the road will remain at the same distance from the Liberty Township School No. 2 after project completion. This visual addition will not diminish the integrity of any historic features.

Changes in the property's settings will not significantly reduce the rural and agricultural feeling and will not interfere with the school's ability to convey its historical significance in education under Criterion A and architecture under Criterion C.

Saint Vincent DePaul Historic District (4218 E SR 244)

Per 36 CFR § 800.5(a)(i), no part of this property will be damaged by the project.

Per 36 CFR § 800.5(a)(ii), the property will not be altered by the project.

Per 36 CFR § 800.5(a)(iv), the property's use will not change. The roadway where the overlay will occur is already in a transportation use and it will not be widened. Trees and shrubs from surrounding properties may be removed and replaced, but the overall rural setting will not be significantly diminished.

Per 36 CFR § 800.5(a)(v), the project will resurface the pavement within and adjacent to the property, however; the resurfacing will not widen the roadway. This visual change is minor and will not diminish the integrity of any historic features within the historic district.

Changes in the property's settings will not significantly reduce the rural feeling and will not interfere with the church's ability to convey its significance in exploration/settlement, and religion under Criterion A, and architecture under Criterion C.

Mahan Farmstead (IHSSI 139-003-50022; 9617 W SR 244)

Per 36 CFR § 800.5(a)(i), the property will not be damaged by the project.

Per 36 CFR § 800.5(a)(ii), the property will not be altered by the project.

Per 36 CFR § 800.5(a)(iv), the property's use will change. Changes in the property's setting, including reduction of the front lawn of approximately 6-m (20-ft) for road rehabilitation, shoulder construction, ditching and driveway reconstruction, will not impact physical features that contribute to the property's historic significance. Approximately 12.2-m (40-ft) (0.26-ac) of new permanent ROW will be acquired from the property for continued maintenance of the drainage ditch. There is also a cross culvert that is being replaced in-kind east of the property driveway that will extend into the proposed ROW. All roadway widening will be shifted to the north; the existing southern pavement edge will remain at the current location. The lawn will be restored to its previous condition following all construction activities. Overall, the rural, agricultural setting will not be significantly diminished.

Per 36 CFR § 800.5(a)(v), the property currently has roadway, drainage ditching, and a driveway entrance along the northern portion of the property. Approximately 12.2-m (40-ft) (0.26-ac) of the property will be converted to a transportation use, with 6-m (20-ft) utilized for construction activities; however, no significant features of the property will be impacted. The ROW is needed from the property to improve pre-existing roadway elements, that again, include the road, ditching, and driveway entrance.

There will be no new elements introduced, only modifying those already present. These minor changes in the property's setting will not interfere with the Mahan Farmstead's ability to convey its historical significance under Criterion A and its architectural significance under Criterion C, nor will it diminish the property's integrity in a considerable way to warrant an Adverse Effect.

The project is recommended to have "No Adverse Effect" to any eligible historic resources.

6. SUMMARY OF CONSULTING PARTIES AND PUBLIC VIEWS

An Early Coordination Letter was sent to potential consulting parties on August 3, 2020. SHPO responded to the Early Coordination Letter on August 17, 2020, asking for additional parties to be added. The Indianapolis Metropolitan Planning Organization indicated on August 3, 2020, that the project was now within the Indianapolis' MPO's Planning Area. The Eastern Shawnee Cultural Preservation Department confirmed on August 25, 2020, their acceptance as a consulting party. The Shawnee Tribal Historic Preservation Department responded on September 1, 2020, agreeing to be a consulting party. The Miami Tribe of Oklahoma confirmed their acceptance as a consulting party on September 2, 2020. As per the request of the SHPO, an additional Early Coordination Letter was created and submitted on August 27, 2020, to include the Shelby County Public Library and homeowners of Notable and Outstanding rated buildings, including Kris Meltzer at 6014 E SR 244 (Liberty Township District Number 2 School; NR-1034), Lawrence & Joan Rennekamp at 9617 W SR 244 (Mahan Farmstead; IHSSI 139-003-50022), and Robert & Jacqueline Hurst at 9289 WW SR 244 (Huffman House; IHSSI 139-003-50023). On September 2, 2020,

Donna Smith, on behalf of her parents Lawrence and Joan Rennekamp (Mahan Farmstead) agreed to be a consulting party. A full summary of comments regarding the Early Coordination Letter is in Section 2.

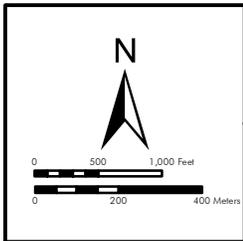
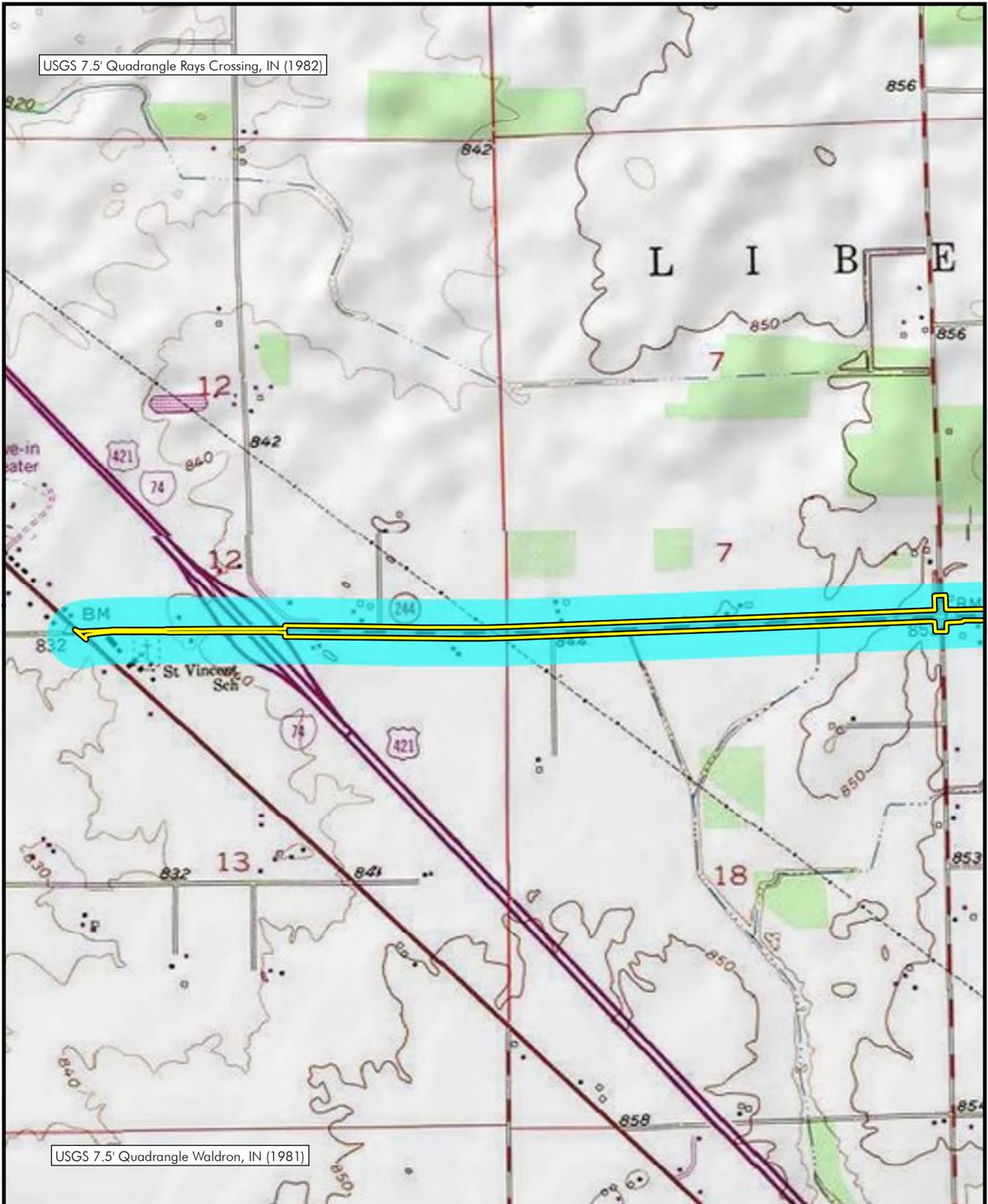
The HPR was sent to consulting parties on February 3, 2022. In a letter dated March 4, 2022, the SHPO disagreed with three findings. INDOT CRO deferred to the SHPO on these comments. Donna Smith, on behalf of her parents Lawrence and Joan Rennekamp (Mahan Farmstead) emailed Jeff Laswell on February 8, 2022, and February 14, 2022, with questions about the HPR. Jeff Laswell responded to address those questions on February 8, 2022, and February 16, 2022. A full summary of comments regarding the HPR is in Section 2.

The Phase 1a Archaeology Report was sent to consulting parties on February 3, 2022. In a letter dated March 4, 2022, the SHPO concurred with the Phase 1a Archaeology Report and findings. In a letter dated February 7, 2022, the Eastern Shawnee Cultural Preservation Department concurred with the Phase 1a Archaeology Report and findings. The Peoria Tribe of Indians of Oklahoma responded on February 17, 2022, concurring with the Phase 1a Archaeology Report and findings. A full summary of comments regarding this report are in Section 2.

No further comments were received from invited consulting parties.

A public notice of the finding of “No Adverse Effect” will be published in a local paper and will be posted on IN SCOPE. Public comments will be accepted for 30 days. This document will be revised, if necessary, after the public notice comment period ends to reflect any substantive comments received.

APPENDIX A: Report Maps and Photographs



Project study area, page 1 of 3.

GRAY & PAPE
HERITAGE MANAGEMENT

Legend

- Project Area
- APE for Above-Ground

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap,

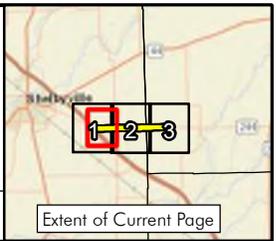
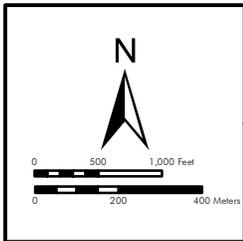
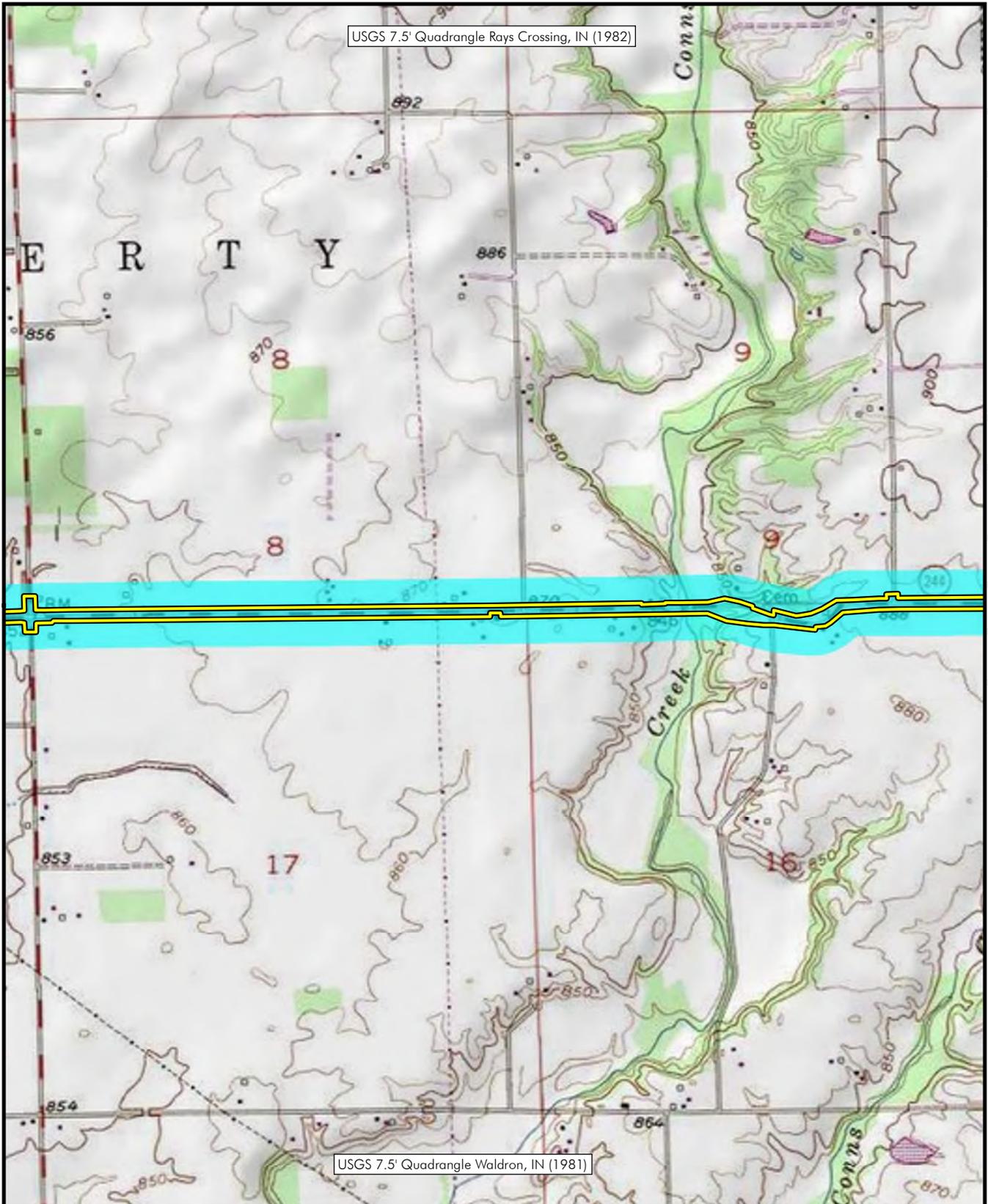


Figure A-2



Project study area, page 2 of 3.

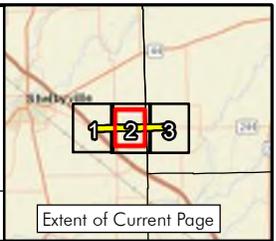
GRAY & PAPE
HERITAGE MANAGEMENT

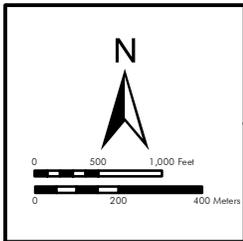
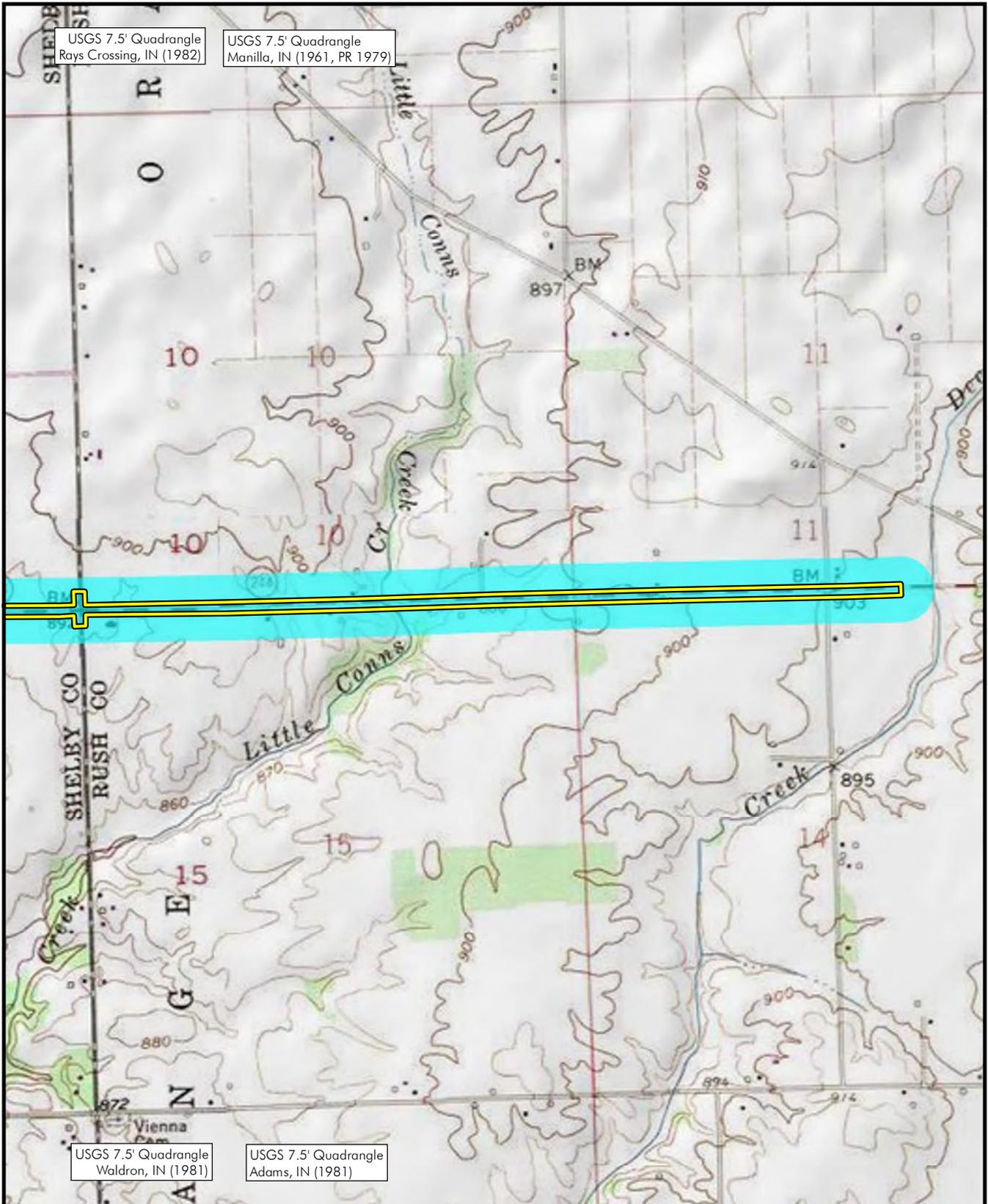
Figure A-3

Legend

- Project Area
- APE for Above-Ground

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap,





Project study area, page 3 of 3.

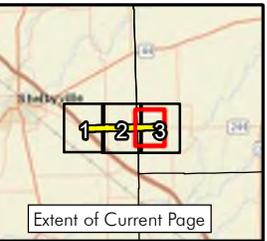
GRAY & PAPE
HERITAGE MANAGEMENT

Figure A-4

Legend

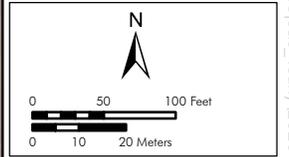
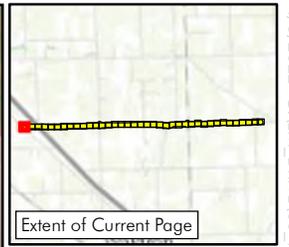
- Project Area
- APE for Above-Ground

Service Layer Credits: Sources: Esri, HERE, Garmin, USGS, Intermap,





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

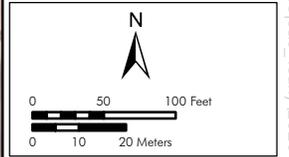
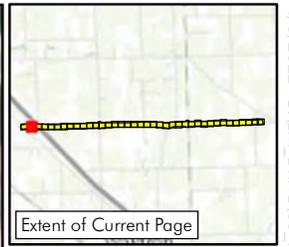
- Survey Limits
- Construction Limits
- APE for Above Ground
- Existing Pavement
- NRHP Property Boundary

Detail of survey area, page 1 of 38, Rush County, Indiana.

Figure A-5



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Existing Pavement
-  NRHP Property Boundary

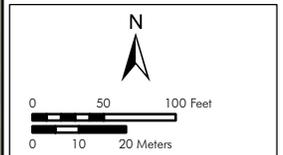
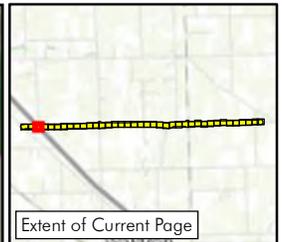
Detail of survey area, page 2 of 38, Rush County, Indiana.

Figure A-6





Imagery flown 2020 (ESRI Service "World Imagery")

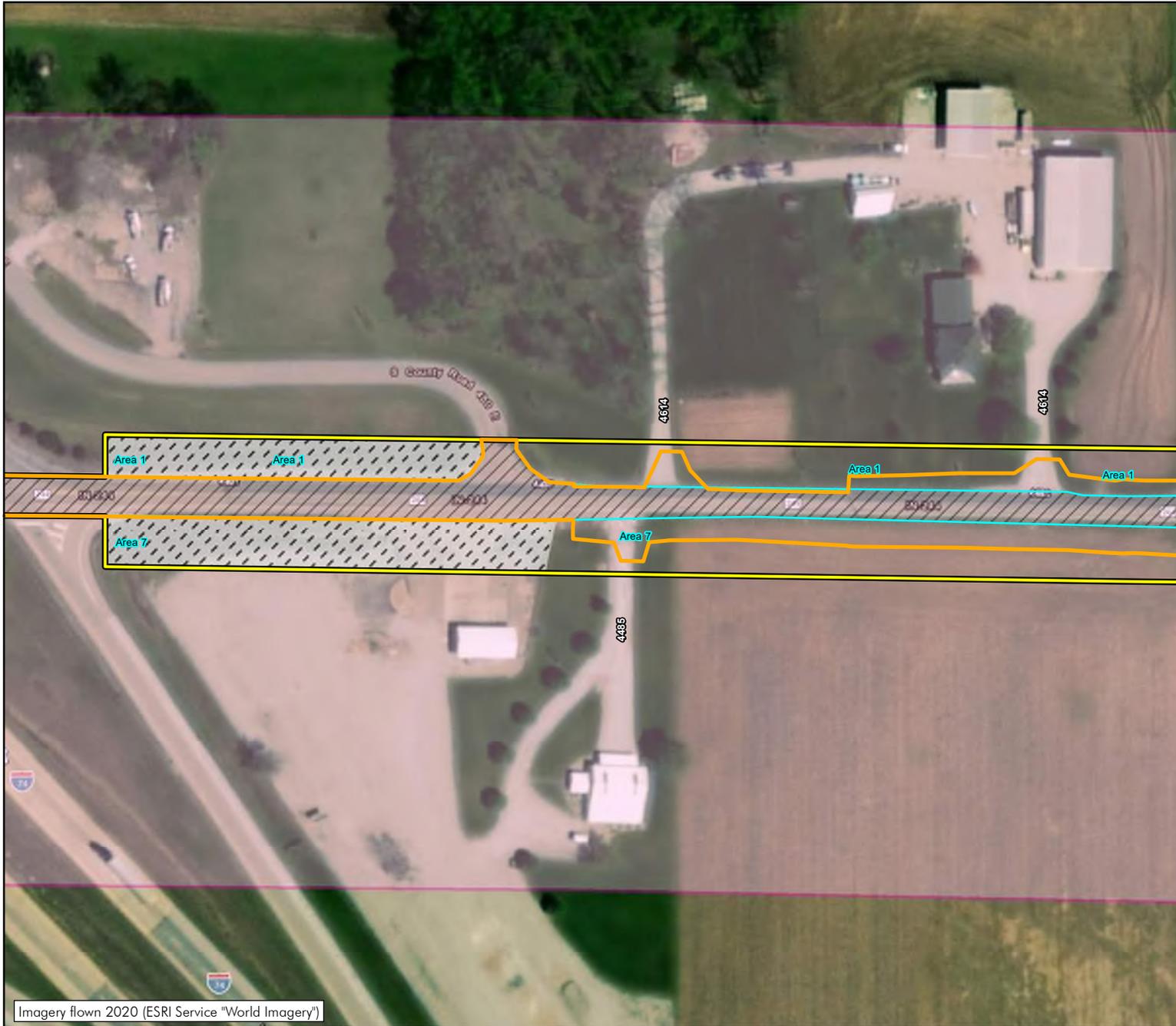


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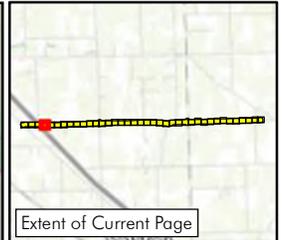
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Disturbed
- Existing Pavement

Detail of survey area, page 3 of 38, Shelby County, Indiana.

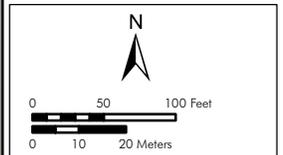
Figure A-7



Imagery flown 2020 (ESRI Service "World Imagery")



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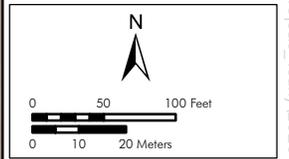
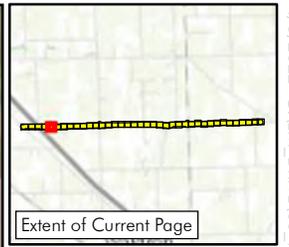
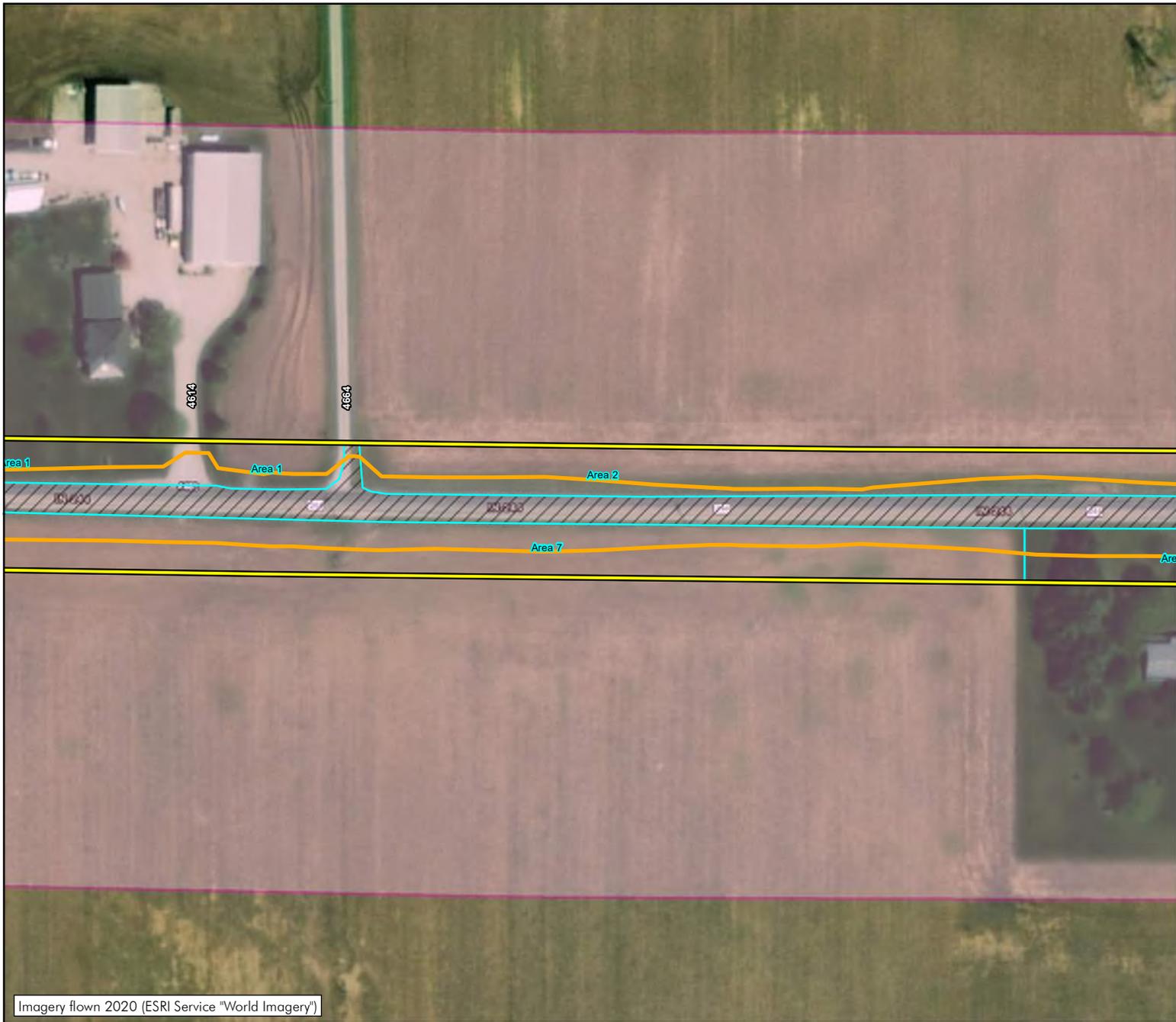


LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Disturbed
- Existing Pavement

Detail of survey area, page 4 of 38, Shelby County, Indiana.

Figure A-8



LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

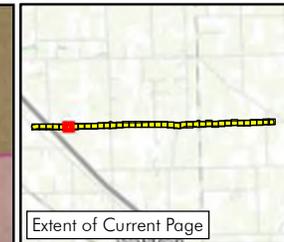
Detail of survey area, page 5 of 38, Shelby County, Indiana.

Figure A-9

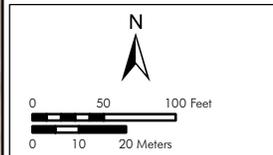
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Imagery flown 2020 (ESRI Service "World Imagery")



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LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

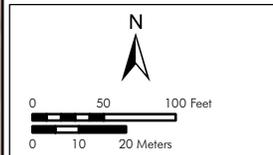
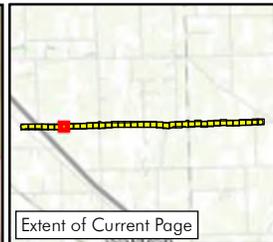
Detail of survey area, page 6 of 38, Shelby County, Indiana.

Figure A-10





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

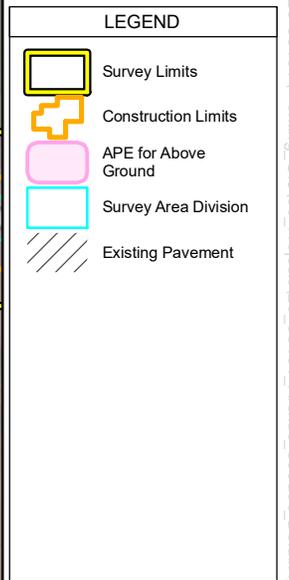
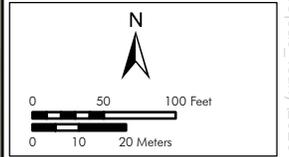
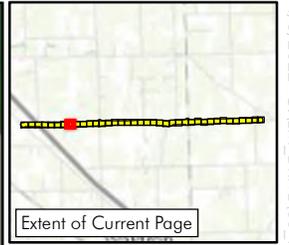
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 7 of 38, Shelby County, Indiana.

Figure A-11



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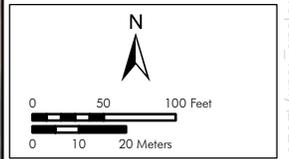
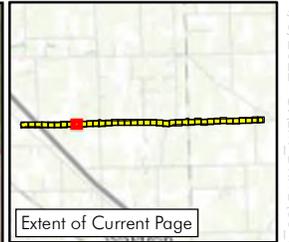


Detail of survey area, page 8 of 38, Shelby County, Indiana.

Figure A-12



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

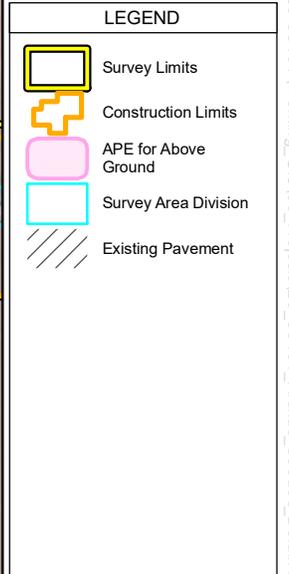
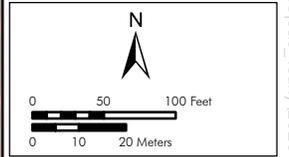
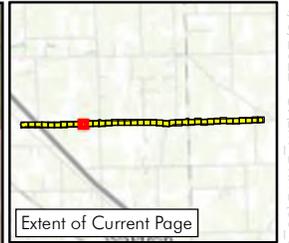
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 9 of 38, Shelby County, Indiana.

Figure A-13



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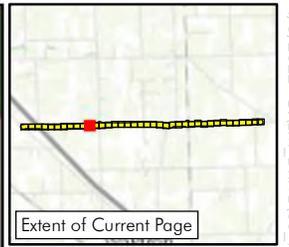


Detail of survey area, page 10 of 38, Shelby County, Indiana.

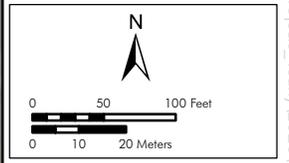
Figure A-14



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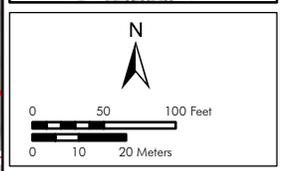
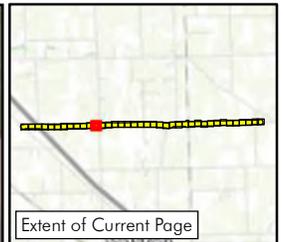
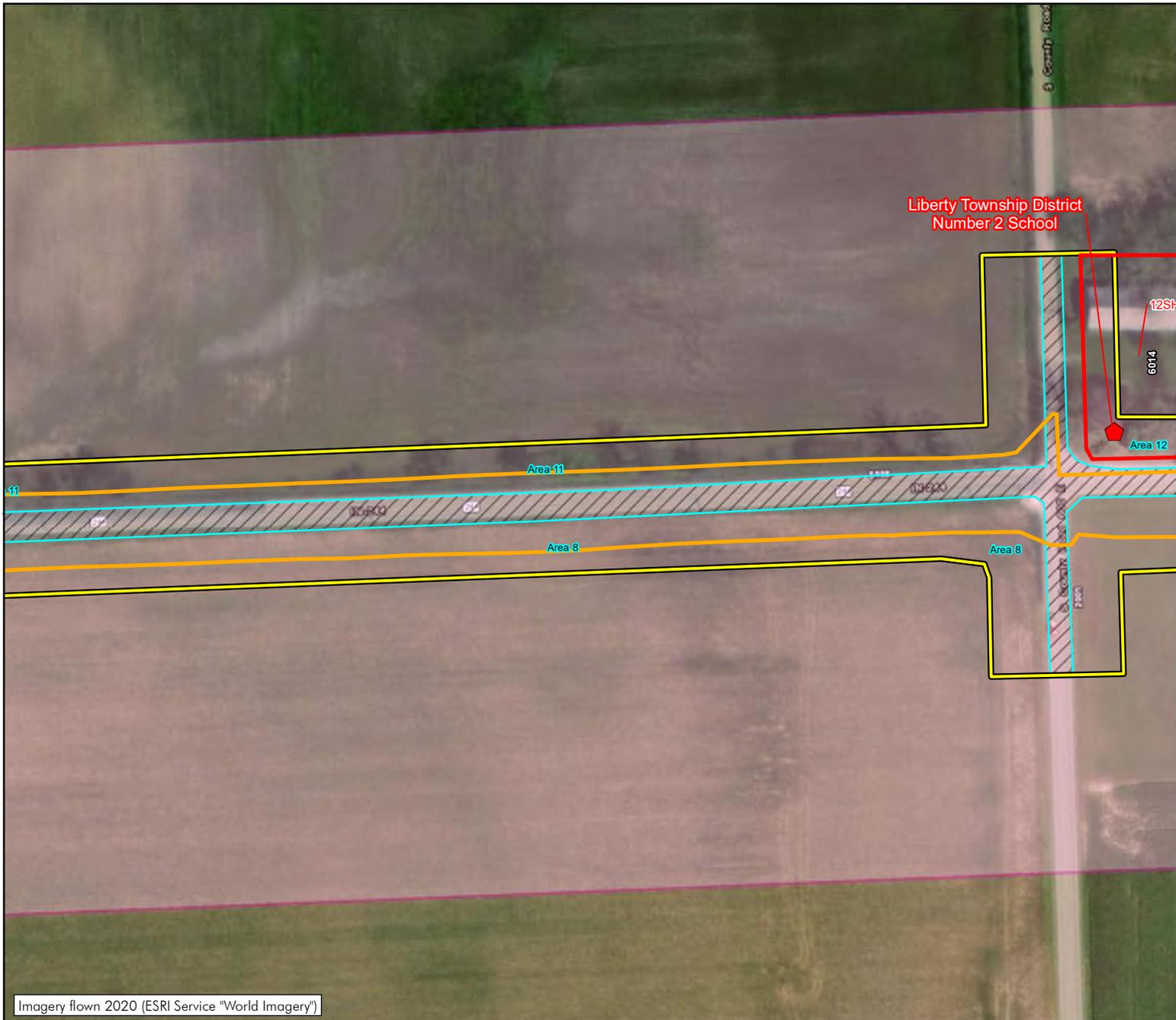


LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 11 of 38, Shelby County, Indiana.

Figure A-15

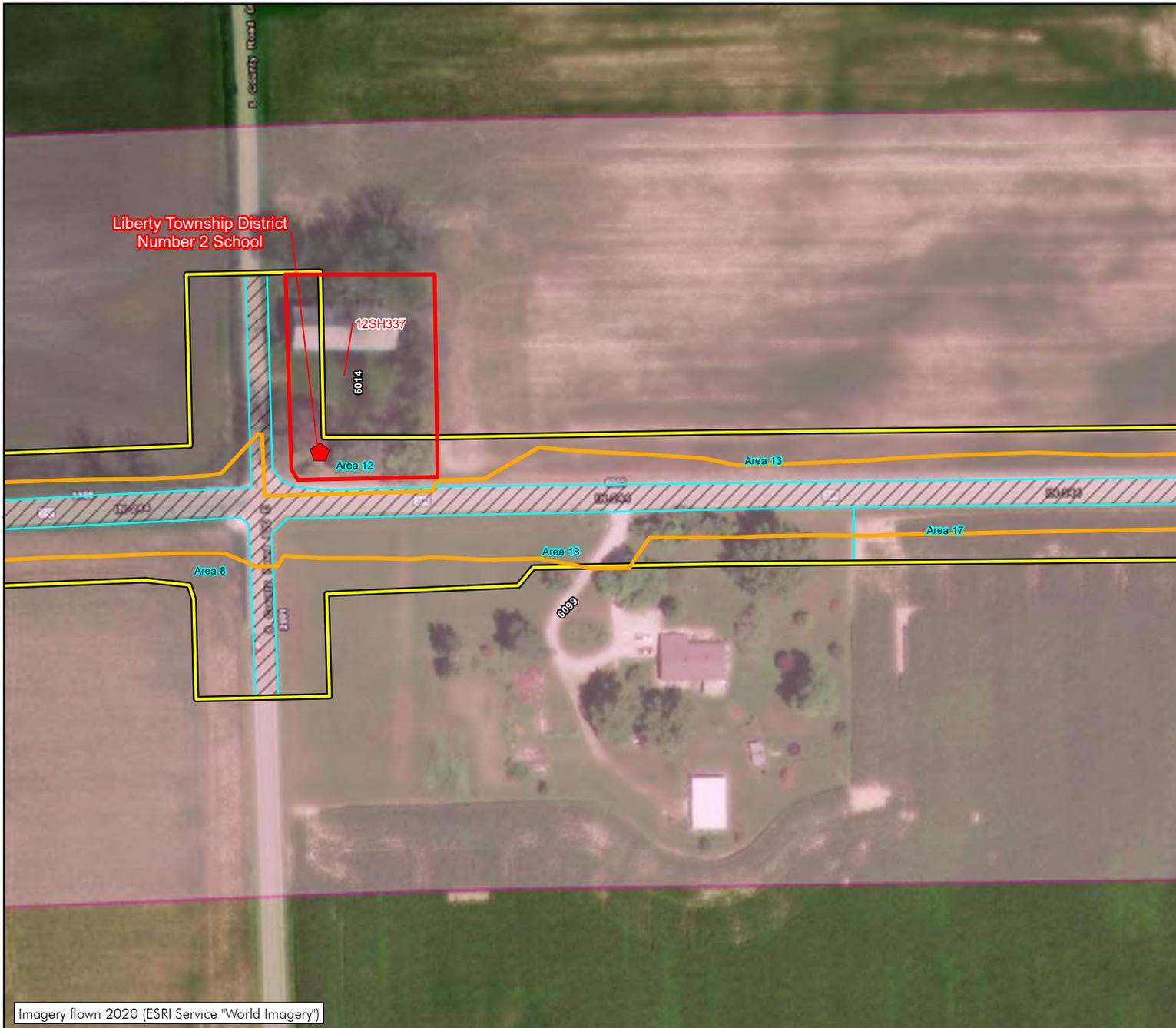


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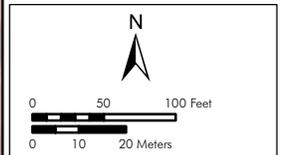
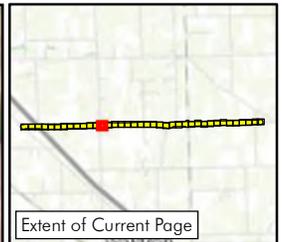
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement
- NRHP Property Boundary
- NRHP Property

Detail of survey area, page 12 of 38, Shelby County, Indiana.

Figure A-16



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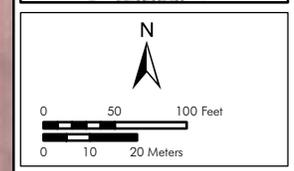
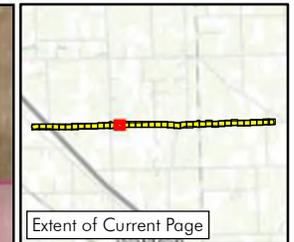


LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement
- NRHP Property Boundary
- NRHP Property

Detail of survey area, page 13 of 38, Shelby County, Indiana.

Figure A-17



LEGEND

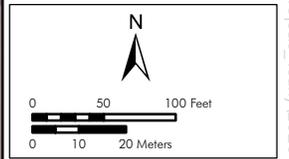
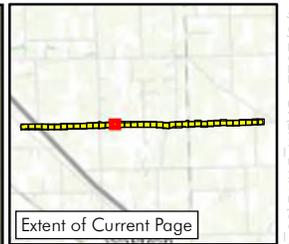
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 14 of 38, Shelby County, Indiana.

Figure A-18



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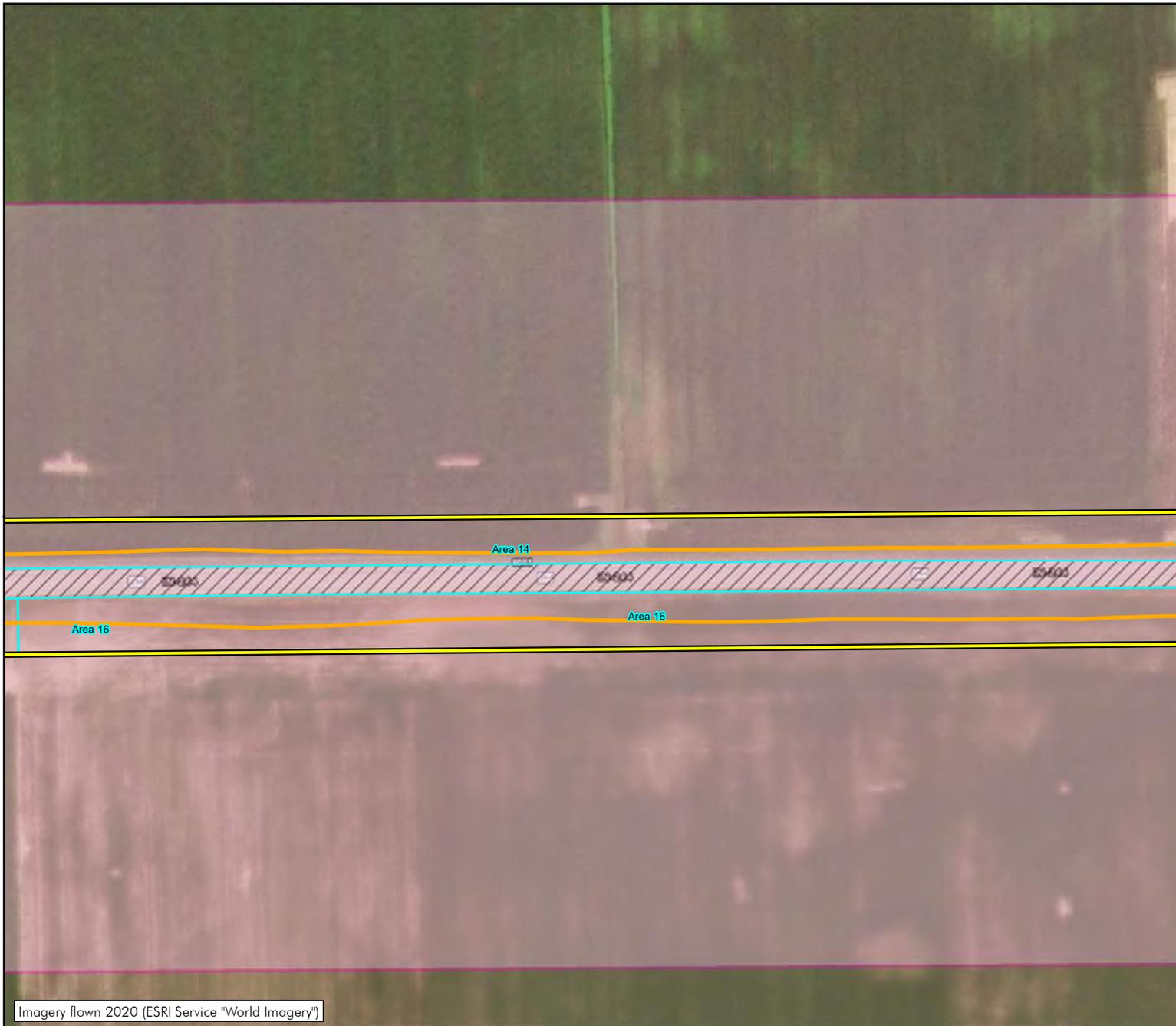


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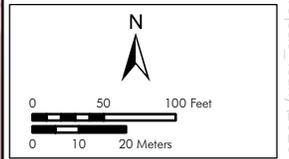
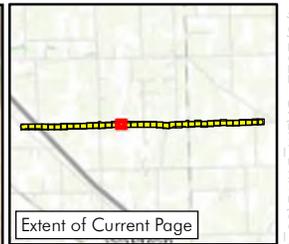
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 15 of 38, Shelby County, Indiana.

Figure A-19



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

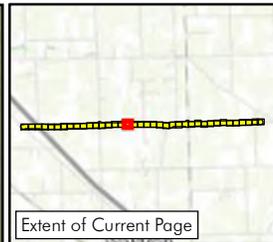
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 16 of 38, Shelby County, Indiana.

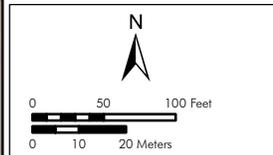
Figure A-20



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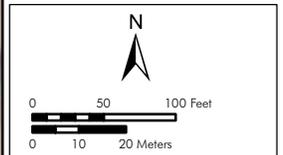
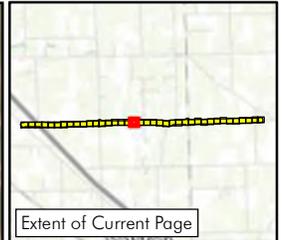
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 17 of 38, Shelby County, Indiana.

Figure A-21



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

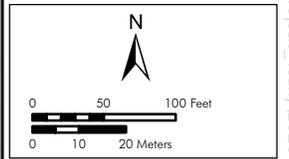
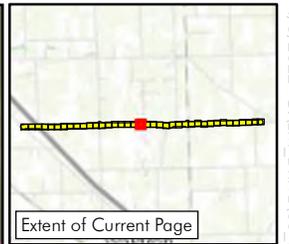
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 18 of 38, Shelby County, Indiana.

Figure A-22



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

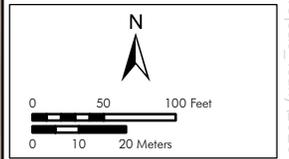
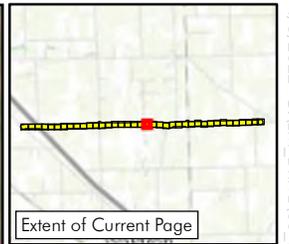
Detail of survey area, page 19 of 38, Shelby County, Indiana.

Figure A-23





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

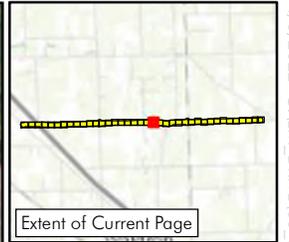
Detail of survey area, page 20 of 38, Shelby County, Indiana.

Figure A-24

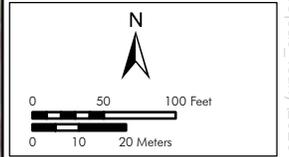




Imagery flown 2020 (ESRI Service "World Imagery")



Extent of Current Page



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Disturbed
-  Inundated
-  Existing Pavement

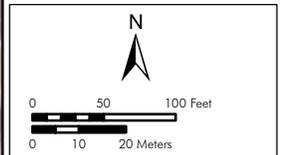
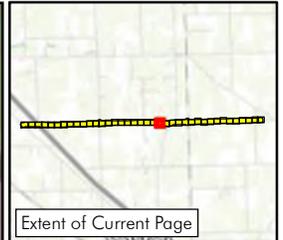
Detail of survey area, page 21 of 38, Shelby County, Indiana.

Figure A-25





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

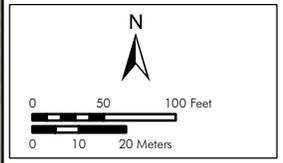
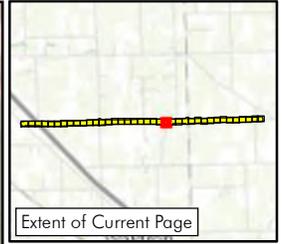
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Disturbed
- Inundated
- Slope
- Existing Pavement

Detail of survey area, page 22 of 38, Rush County, Indiana.

Figure A-26



Imagery flown 2020 (ESRI Service "World Imagery")

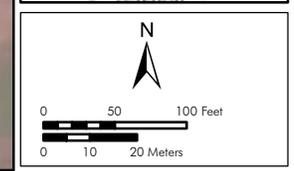


LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Disturbed
- Slope
- Existing Pavement

Detail of survey area, page 23 of 38, Rush County, Indiana.

Figure A-27



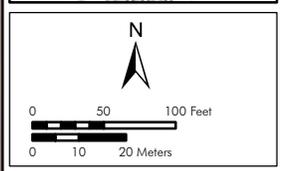
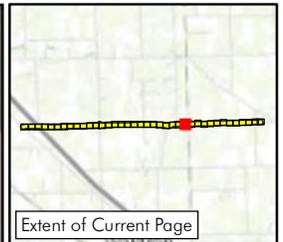
LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 25 of 38, Rush County, Indiana.

Figure A-29

Imagery flown 2020 (ESRI Service "World Imagery")

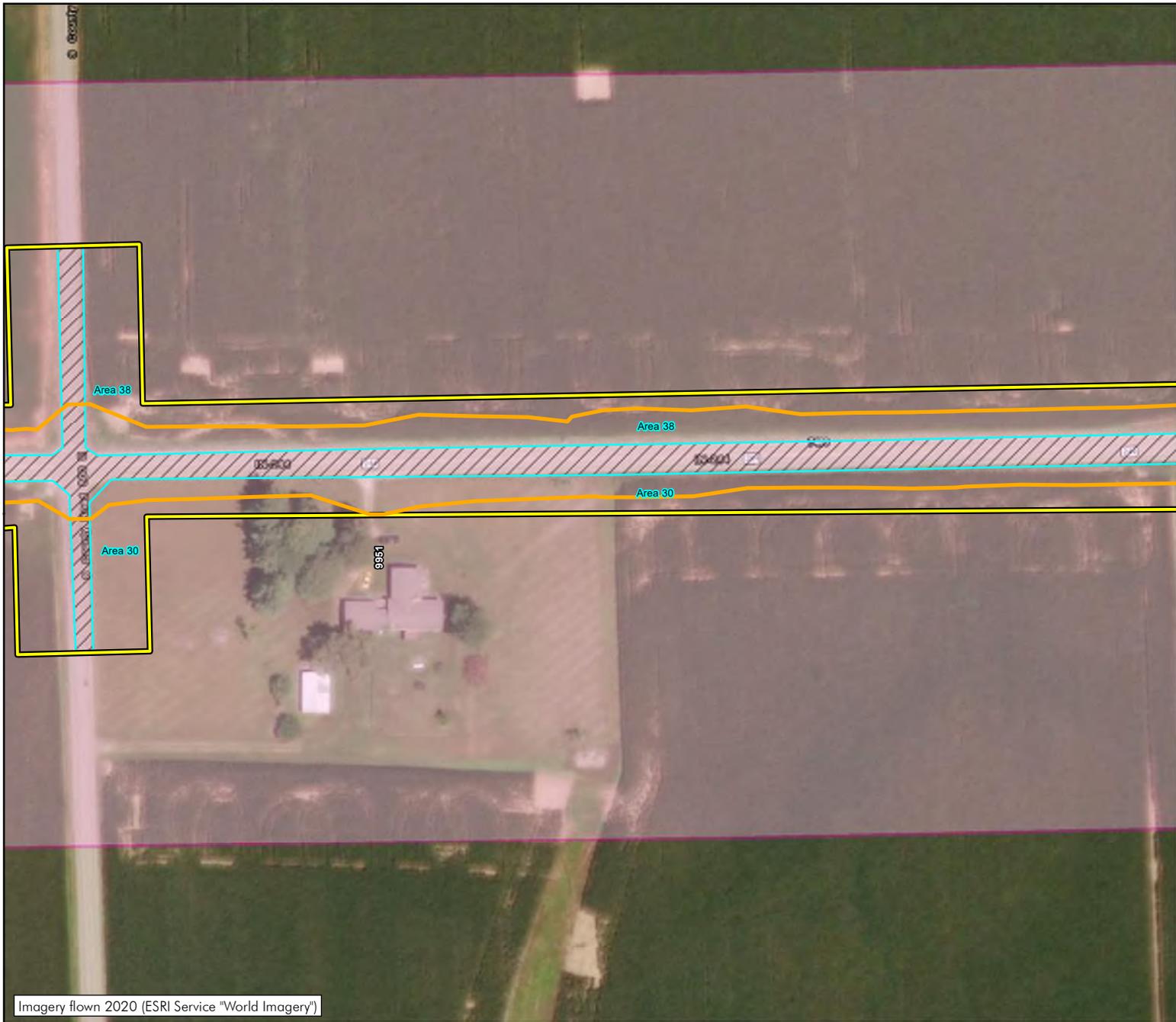


LEGEND

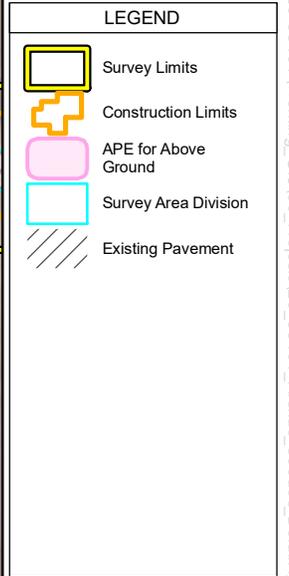
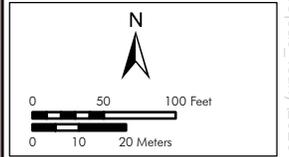
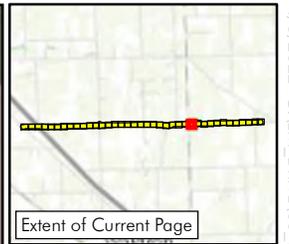
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 26 of 38, Rush County, Indiana.

Figure A-30

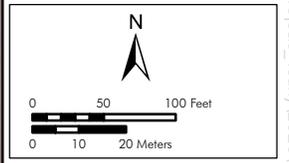
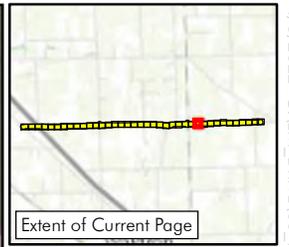


Imagery flown 2020 (ESRI Service "World Imagery")



Detail of survey area, page 27 of 38, Rush County, Indiana.

Figure A-31



LEGEND

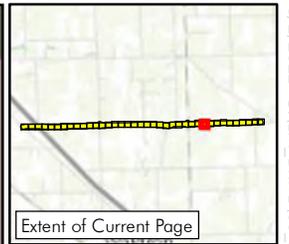
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 28 of 38, Rush County, Indiana.

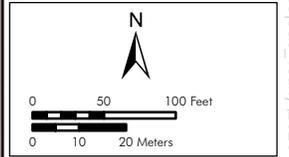
Figure A-32



Imagery flown 2020 (ESRI Service "World Imagery")



Extent of Current Page



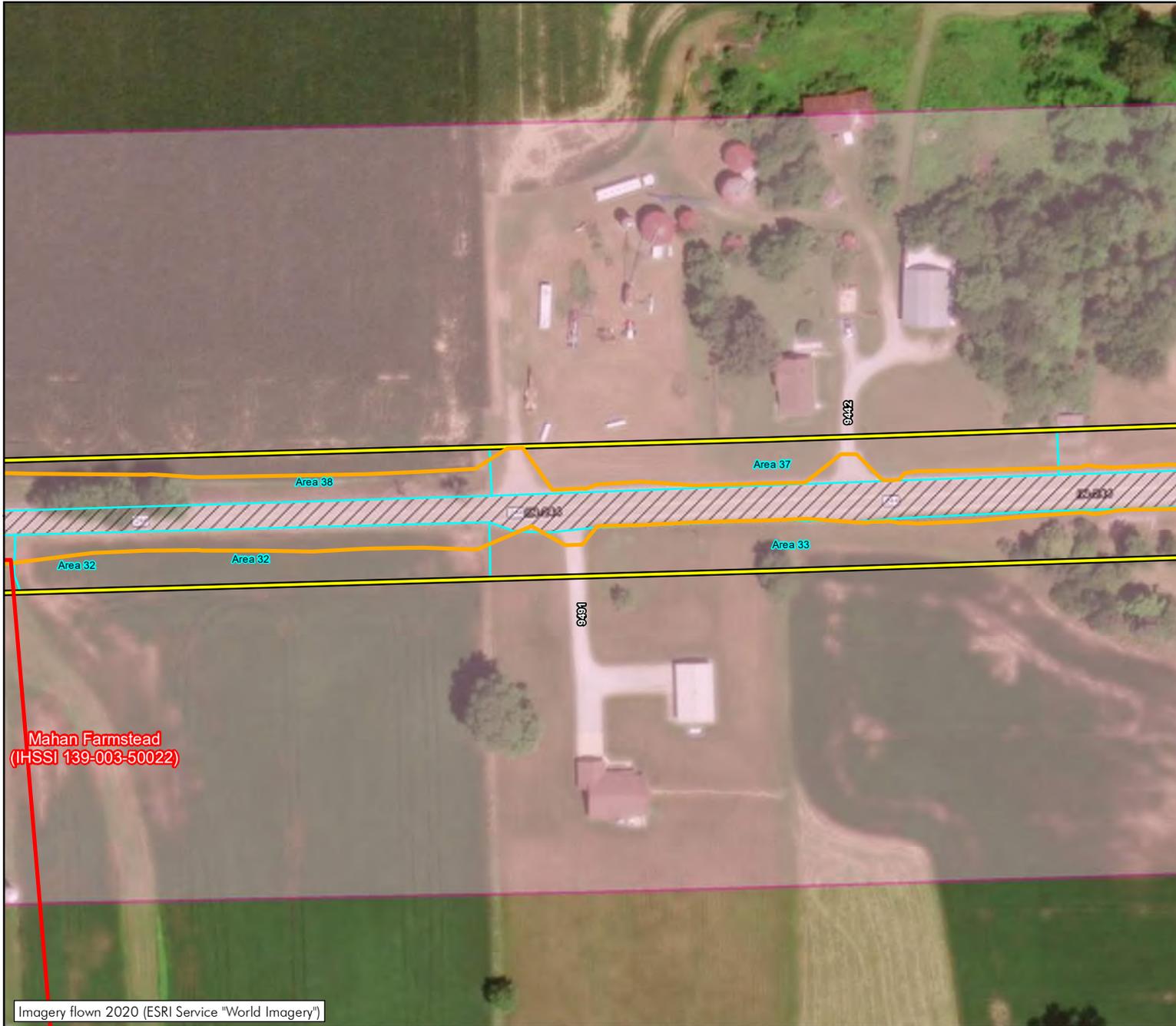
LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement
-  NRHP Property Boundary

Detail of survey area, page 29 of 38, Rush County, Indiana.

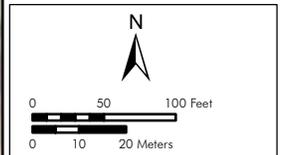
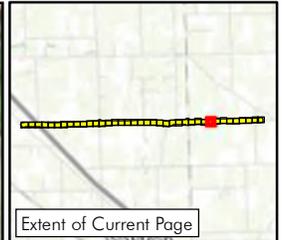
Figure A-33





Mahan Farmstead
(IHSSI 139-003-50022)

Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

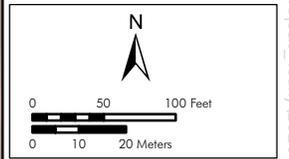
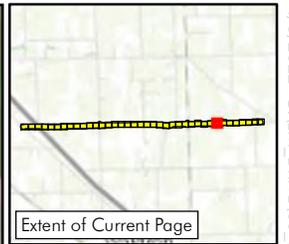
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement
- NRHP Property Boundary

Detail of survey area, page 30 of 38, Rush County, Indiana.

Figure A-34



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

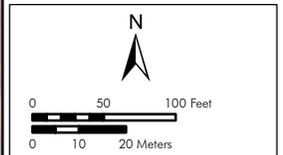
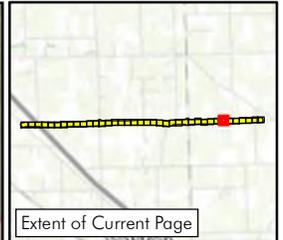
Detail of survey area, page 31 of 38, Rush County, Indiana.

Figure A-35





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

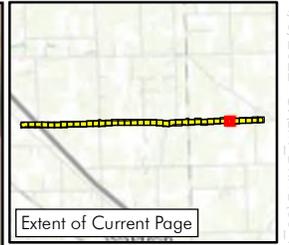
Detail of survey area, page 32 of 38, Rush County, Indiana.

Figure A-36

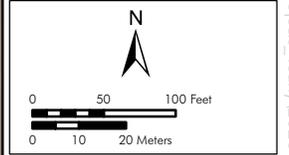




Imagery flown 2020 (ESRI Service "World Imagery")



Extent of Current Page



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

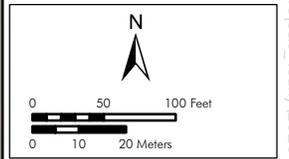
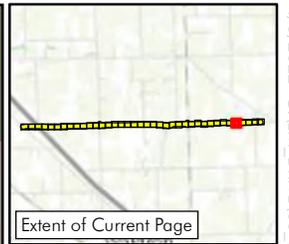
Detail of survey area, page 33 of 38, Rush County, Indiana.

Figure A-37





Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

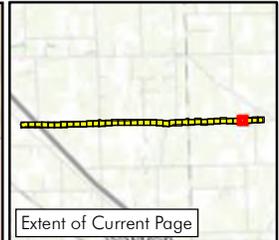
Detail of survey area, page 34 of 38, Rush County, Indiana.

Figure A-38

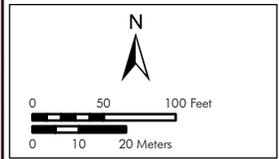




Imagery flown 2020 (ESRI Service "World Imagery")



Extent of Current Page



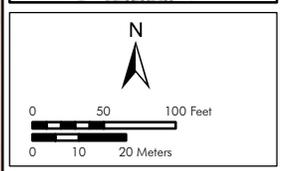
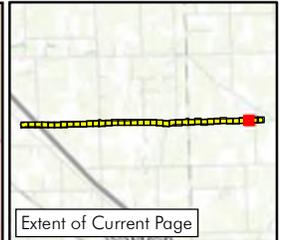
LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

Detail of survey area, page 35 of 38, Rush County, Indiana.

Figure A-39





LEGEND

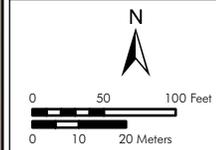
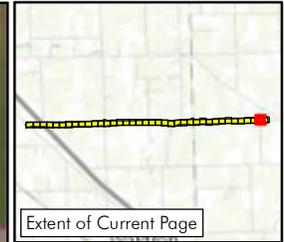
- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 36 of 38, Rush County, Indiana.

Figure A-40



Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

-  Survey Limits
-  Construction Limits
-  APE for Above Ground
-  Survey Area Division
-  Existing Pavement

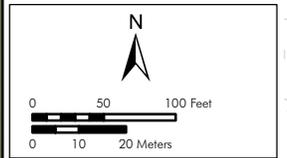
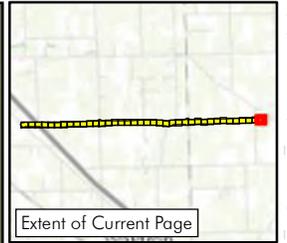
Detail of survey area, page 37 of 38, Rush County, Indiana.

Figure A-41





Imagery flown 2020 (ESRI Service "World Imagery")

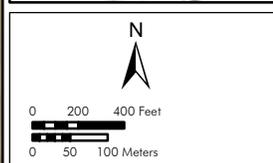
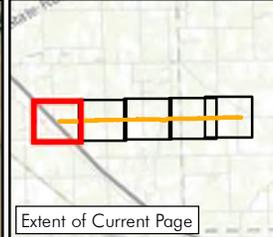
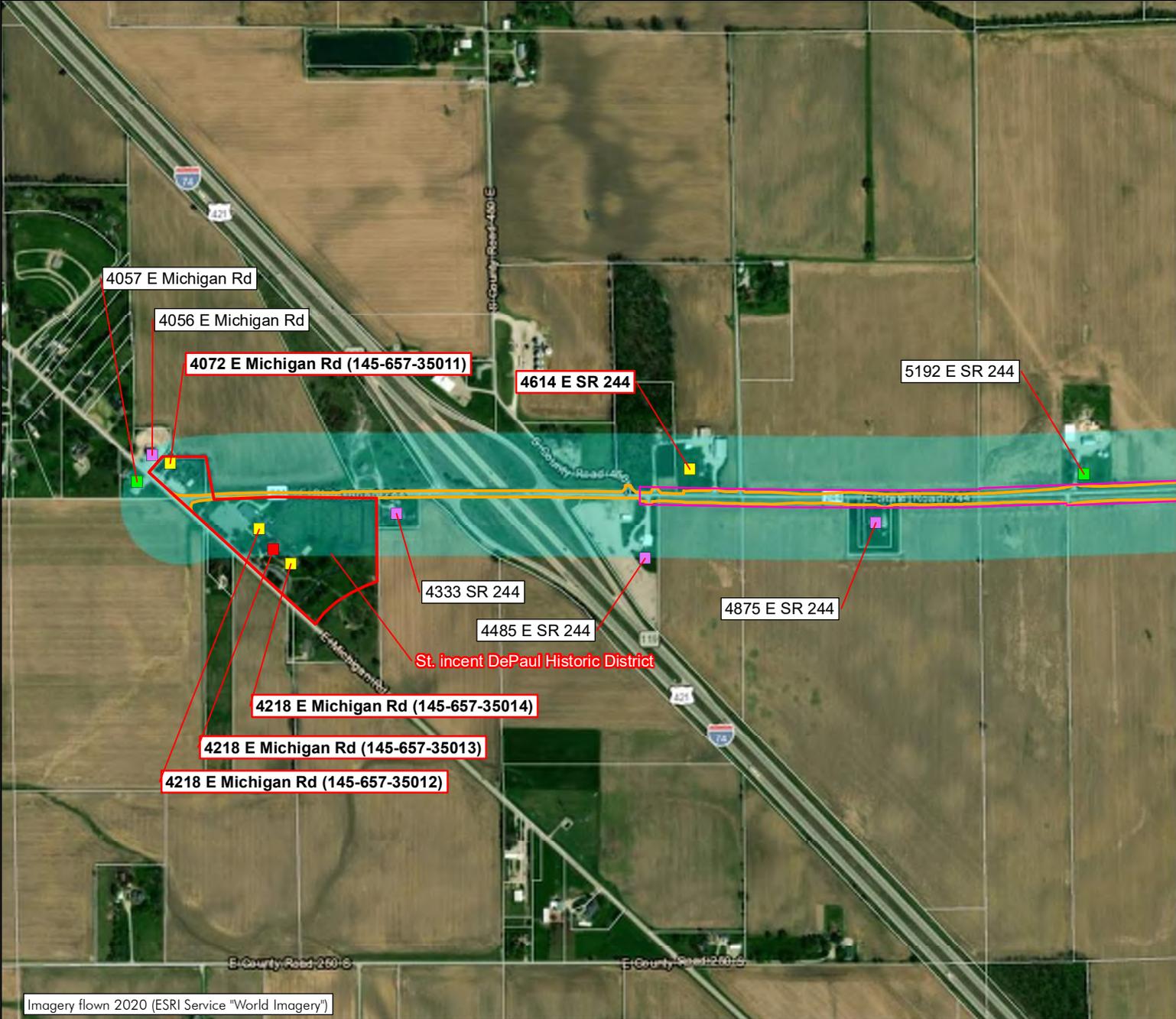


LEGEND

- Survey Limits
- Construction Limits
- APE for Above Ground
- Survey Area Division
- Existing Pavement

Detail of survey area, page 38 of 38, Rush County, Indiana.

Figure A-42



LEGEND

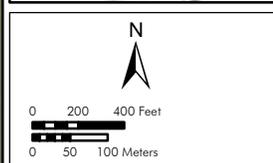
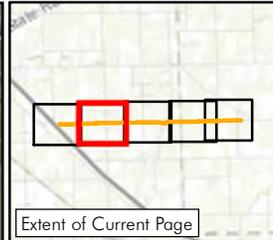
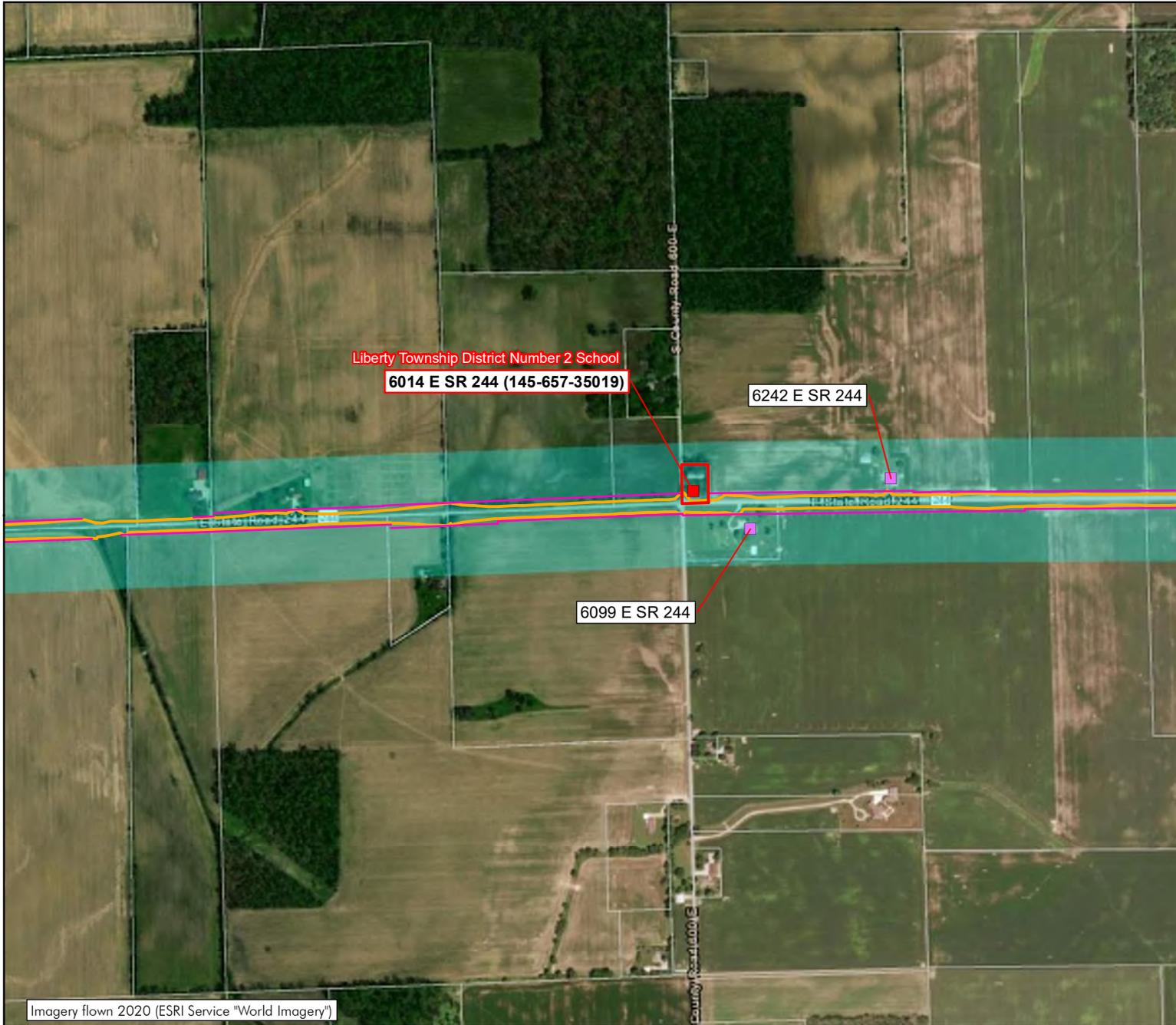
- Proposed ROW
- Construction Workspace
- Property Boundaries
- Area of Potential Effects
- NRHP Property Boundary

Properties Surveyed in HPR

- Outstanding
- Notable
- Contributing
- Non-Contributing

The Area of Potential Effects, Shelby and Rush counties, Indiana, page 1 of 5.

Figure A-43



LEGEND

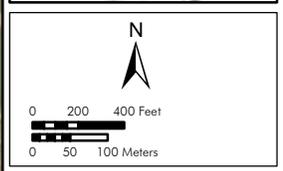
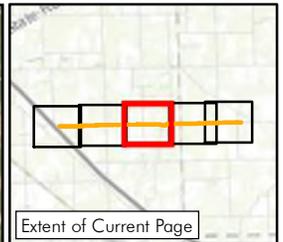
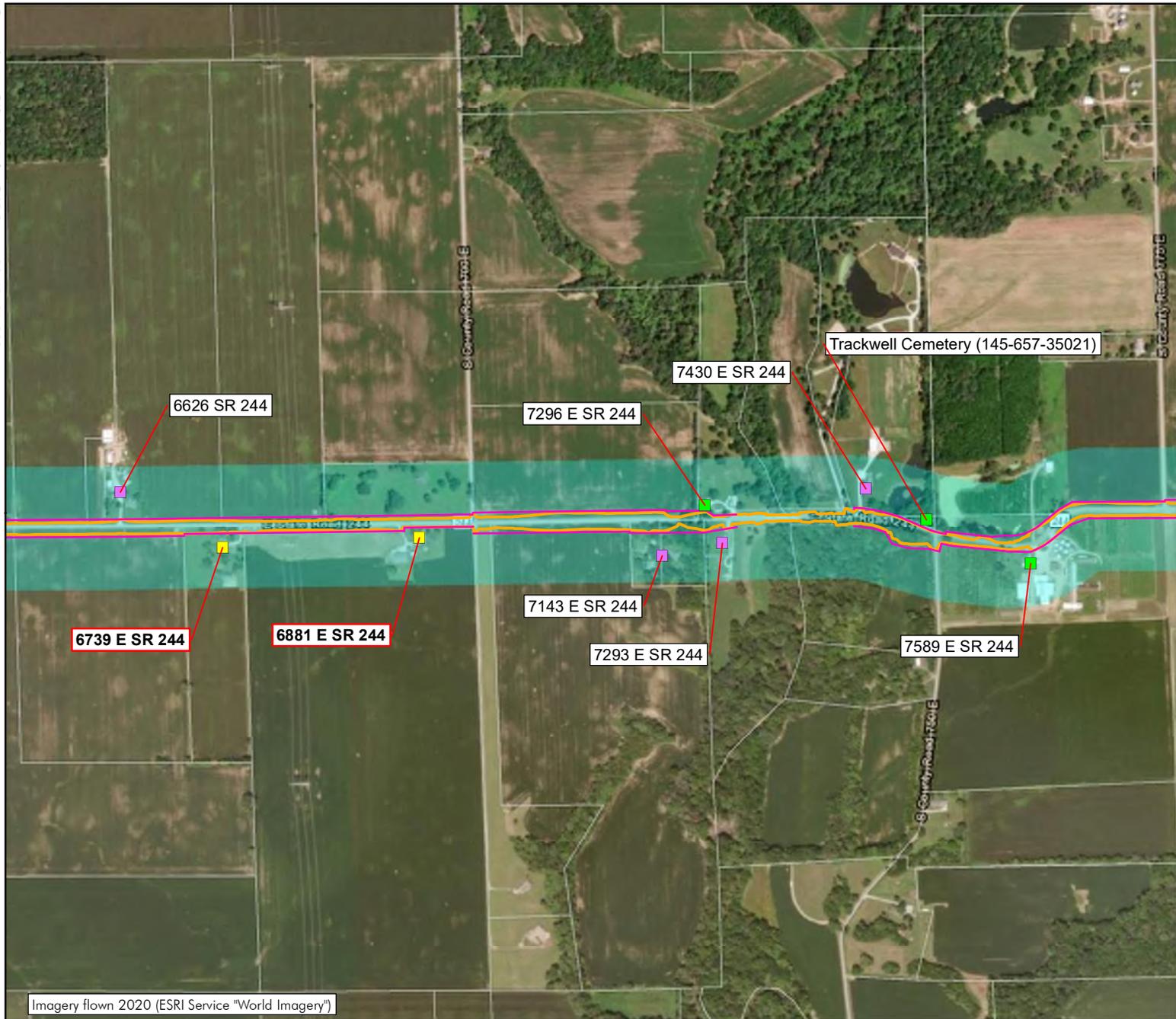
- Proposed ROW
- Construction Workspace
- Property Boundaries
- Area of Potential Effects
- NRHP Property Boundary

Properties Surveyed in HPR

- Outstanding
- Non-Contributing

The Area of Potential Effects, Shelby and Rush counties, Indiana, page 2 of 5.

Figure A-44



LEGEND

- Proposed ROW
- Construction Workspace
- Property Boundaries
- Area of Potential Effects

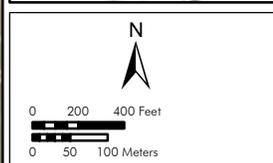
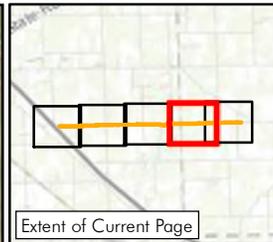
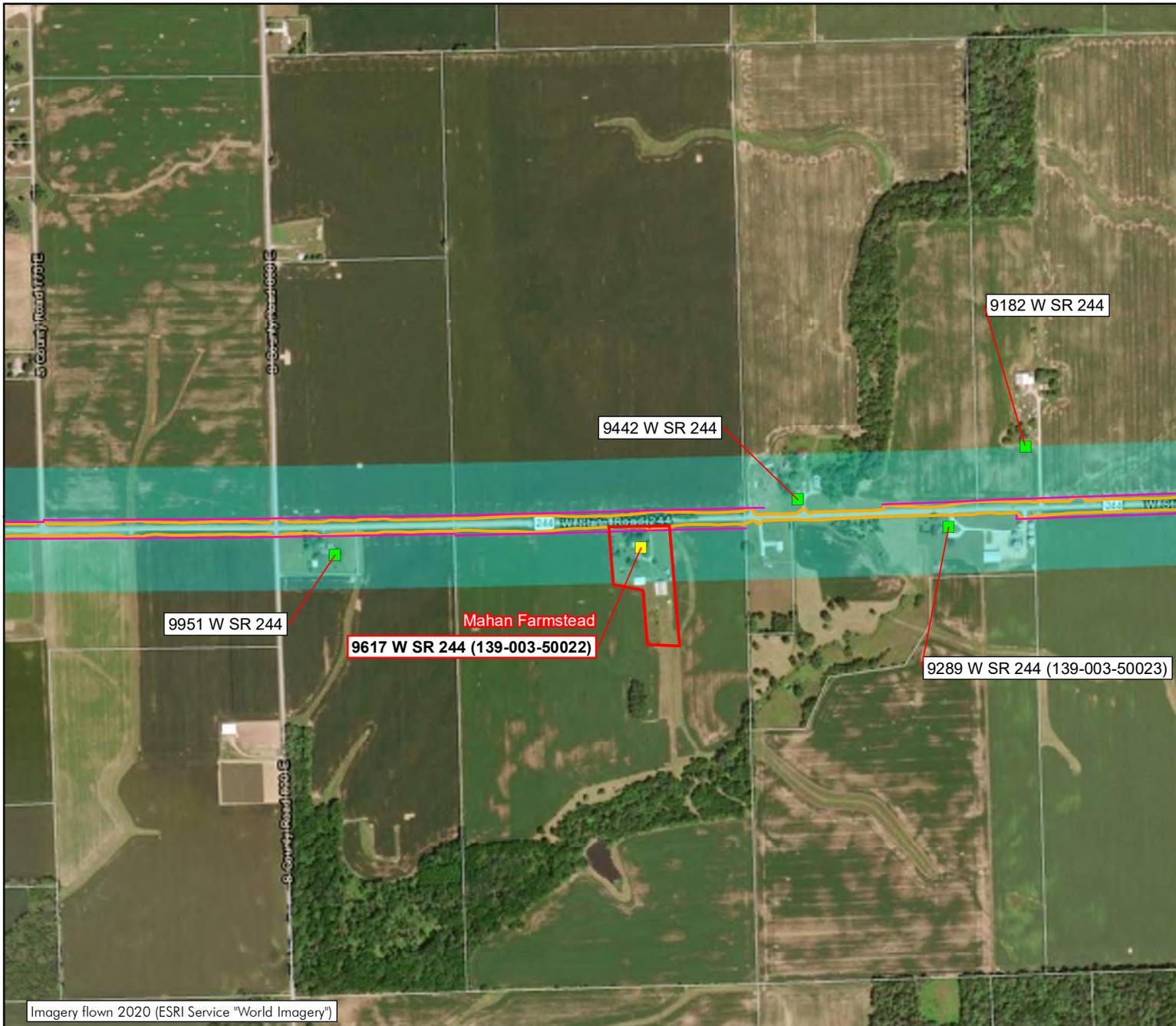
Properties Surveyed in HPR

- Notable
- Contributing
- Non-Contributing

The Area of Potential Effects, Shelby and Rush counties, Indiana, page 3 of 5.

Figure A-45

Imagery flown 2020 (ESRI Service "World Imagery")



LEGEND

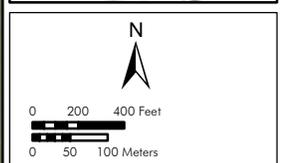
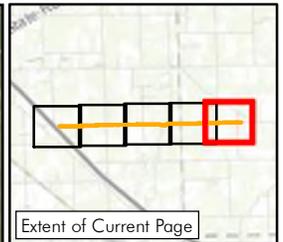
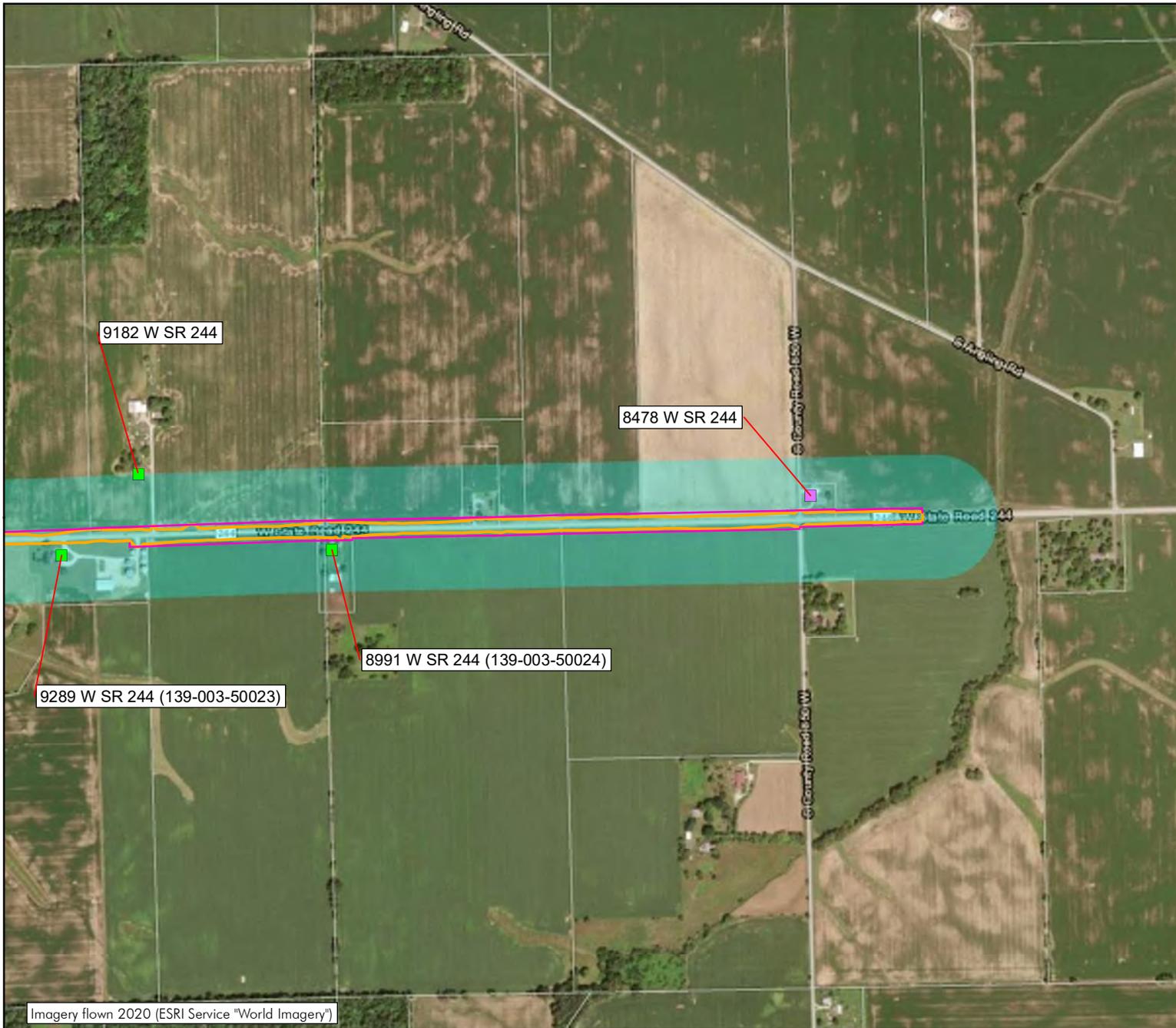
- Proposed ROW
- Construction Workspace
- Property Boundaries
- Area of Potential Effects
- NRHP Property Boundary

Properties Surveyed in HPR

- Notable
- Contributing

The Area of Potential Effects, Shelby and Rush counties, Indiana, page 4 of 5.

Figure A-46



LEGEND

- Proposed ROW
- Construction Workspace
- Property Boundaries
- Area of Potential Effects

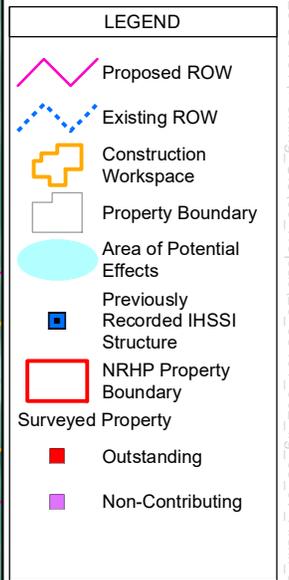
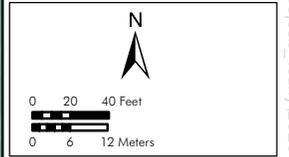
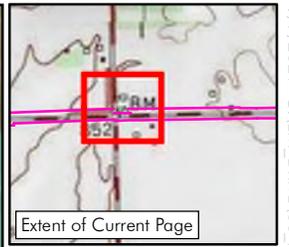
Properties Surveyed in HPR

- Contributing
- Non-Contributing

The Area of Potential Effects, Shelby and Rush counties, Indiana, page 5 of 5.

Figure A-47

GRAY & PAPE
ENGINEERING & ARCHITECTURE



Liberty Township District Number 2 School parcel boundary.

Figure A-48



Figure A-49. South and west facades of the Liberty Township District Number 2 School, view to the northeast.



Figure A-50. South facade of the Liberty Township District Number 2 School, view to the north.



Figure A-51. South and east facade of the Liberty Township District Number 2 School, view to the northwest.

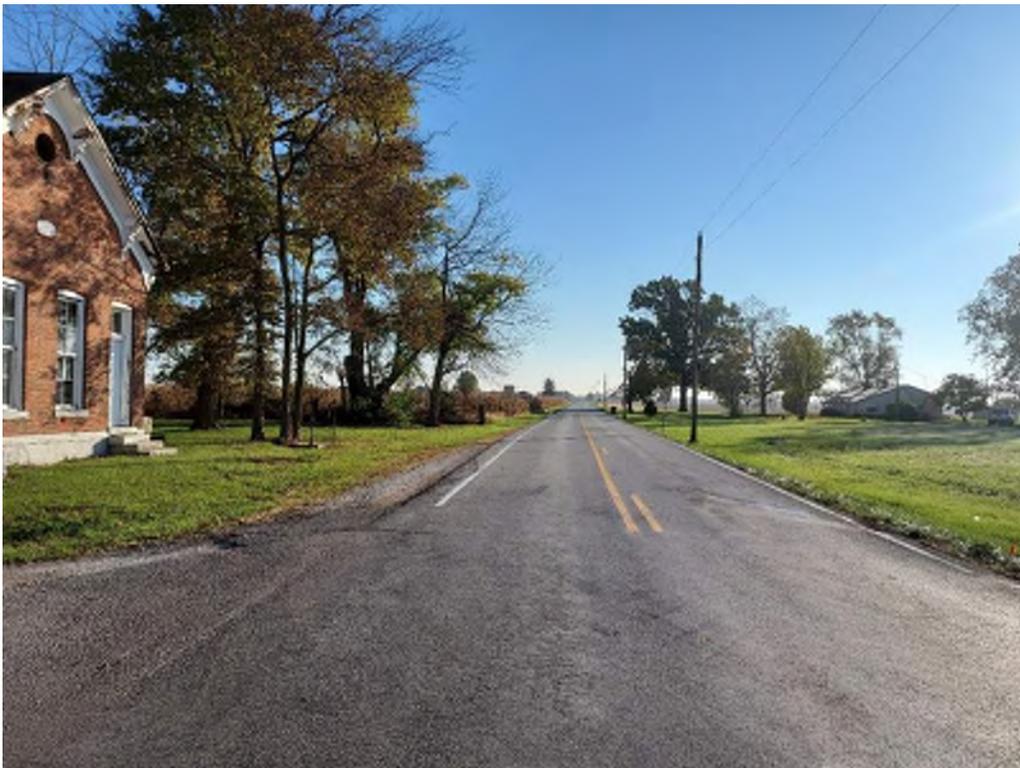
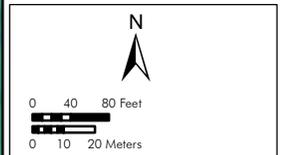
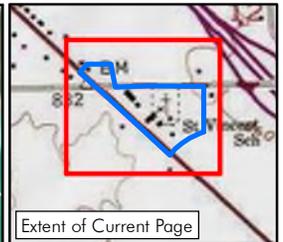
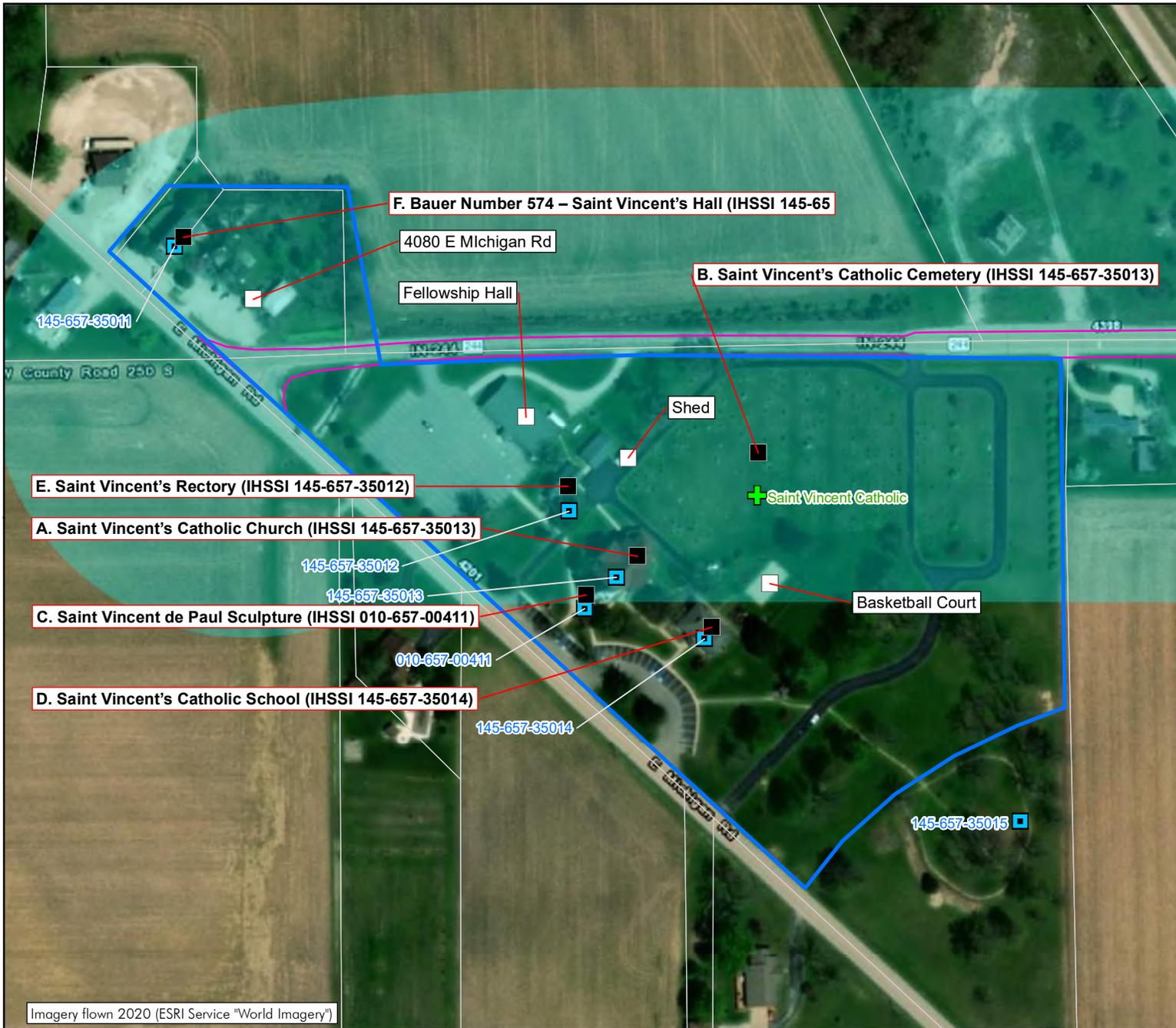


Figure A-52. View of the Project area west near the Liberty Township District Number 2 School, view to the west.



Figure A-53. View of the Project area east near the Liberty Township District Number 2 School, view to the east.



LEGEND

- ROW
- Property Boundaries
- Area of Potential Effects
- Historic District Boundary
- HD, Contributing
- HD, Non-Contributing
- Previously Recorded IHSSI Structure
- SHAARD Cemetery

Saint Vincent DePaul Historic District (HD).

Figure A-54

GRAY & PAPE
PLANNING & CONSULTING



Figure A-55. Southwest and northwest facades of Saint Vincent's Catholic Church, view to the east.



Figure A-56. Southwest facade of Saint Vincent's Catholic Church, view to the northeast.



Figure A-57. Saint Vincent DePaul Statue, view to the northeast.



Figure A-58. Saint Vincent's Catholic Cemetery, view to the southwest.



Figure A-59. Saint Vincent's Catholic Cemetery, view to the west.



Figure A-60. Northwest and southwest facades of Saint Vincent's Catholic School, view to the east.



Figure A-61. Southwest facade of Saint Vincent's Catholic School, view to the northeast.



Figure A-62. Southeast facade of Saint Vincent's Catholic School, view to the northwest.



Figure A-63. Northeast facade of Saint Vincent's Catholic School, view to the south.



Figure A-64. Saint Vincent's Catholic Rectory, view to the northeast.



Figure A-65. Saint Vincent's Catholic Rectory, view to the north.



Figure A-66. 4072 East Michigan Road, view to the northeast.



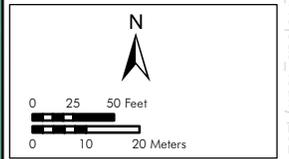
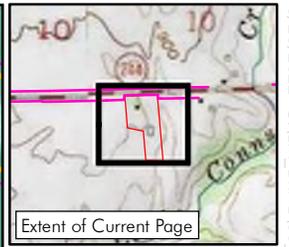
Figure A-67. 4072 East Michigan Road, view to the north.



Figure A-68. Fellowship Hall, view to the northeast.



Figure A-69. View of the Project area east near Saint Vincent's Catholic School, view to the east.



LEGEND

- Construction Limits
- Proposed ROW
- Property Boundaries
- Area of Potential Effects
- Previously Recorded IHSSI Structure
- Surveyed Property
 - Notable
 - NRHP Property Boundary

Mahan Farmstead
Historic Property
Boundary.

Figure A-70



Figure A-71. 9617 West State Route 244, view to the south.



Figure A-72. Historical photograph of Mahan Farmstead House, with cornice and lintels (HLFI 1988).



Figure A-73. Outbuildings associated with the Mahan Farmstead, view to the south.



A-74. Outbuildings associated with the Mahan Farmstead, view to the southeast.